

DOMINION OF CANADA

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ANNUAL REPORT

OF THE

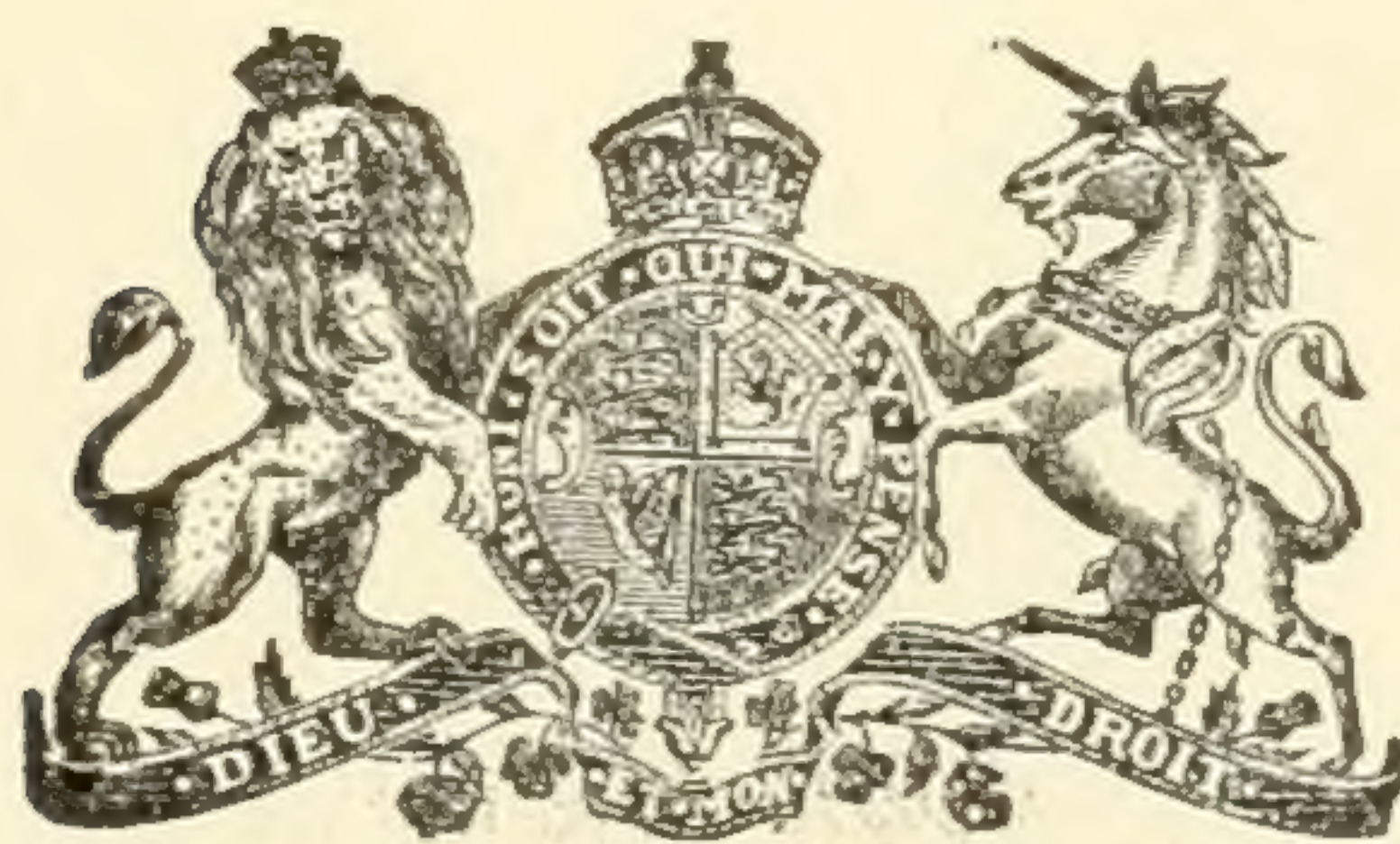
DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM JULY 1, 1904, TO JUNE 30, 1905

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES  
OF CANADA, CHAPTER 37, SECTION 28

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1906







*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from July 1, 1904, to June 30, 1905.

All of which is respectfully submitted.

H. R. EMMERSON,  
*Minister of Railways and Canals.*







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ACCOMPANYING REPORT OF THE DEPUTY MINISTER,

*(in folder)*

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OK

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## REPORT OF THE DEPUTY MINISTER.

To the Honourable H. R. EMMERSON,  
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal year ended June 30, 1905.

I assumed the duties of Deputy Minister and Chief Engineer of the department on July 1, 1905, having been appointed to that office on the transfer of Mr. Collingwood Schreiber, C.M.G., who had previously filled it, to a position as consulting engineer to the government.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part I. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

### GENERAL SUMMARY.

The expenditures of the department for the fiscal year 1904-5 on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of parliament, of outside railway enterprises, are as follows:—

The total railway expenditure for the year amounts to \$16,404,772.67; of which \$6,125,481.79 was charged to capital, \$8,906,154.35 to revenue, and \$1,373,136.53 to income.

The expenditure on capital included \$778,491.28 for the Transcontinental Railway.

The expenditure on income included the sum of \$1,275,629.33 paid as subsidies to railways other than the government roads, also \$77,557.95 for the Board of Railway Commissioners for Canada.

The expenditure on the Intercolonial Railway was \$13,246,448.68, namely, on capital account \$3,937,621.93, to which is to be added for the purchase of the Canada Eastern Railway, now embraced in this system, \$800,000, making a total of \$4,737,621.93, and on revenue account \$8,508,826.75; this includes the Windsor branch.



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The expenditure on the Prince Edward Island Railway was \$961,877.09, of which \$591,412.65 was on capital and \$370,464.44 on revenue account.

The expenditure on canals aggregates \$3,323,704.75, of which \$2,071,593.72 was chargeable to capital, \$354,353.57 to revenue, \$483,824.37 for staff, and \$413,933.09 for repairs.

Adding to the above the further sum of \$38,660.52 for miscellaneous expenditures common to both branches, the total departmental expenditure for railways and canals for the past fiscal year amounted to \$19,767,137.94.

The total revenue derived from the government works for the past fiscal year was \$7,128,901.32, namely, from railways, \$7,050,892.11, and from canals, \$78,009.21, of which the sum of \$76,546.46 was derived from hydraulic rents.

By Orders in Council of April 27 and May 19, 1903, tolls for passage through any of the government canals were abolished; the exemption, which was by way of experiment, to continue in force for the two seasons of navigation of 1903 and 1904, only. A further Order of February 25, 1905, continued the exemption for the season of 1905, and on June 22, 1905, the system of toll collection was definitely abandoned, in respect of any and all the canals of the Dominion.

A sufficient staff has, however, been retained to carry on the essential work of recording the traffic through the canals—information which is requisite for the proper knowledge and appreciation of the commercial progress of the country—and for the collection of such other revenues as are derivable from the leasing of canal lands and water-powers, &c.

The total expenditure on government railways prior to and since Confederation (July 1, 1867), up to July 1, 1905, amounts, on capital account, to \$148,773,520.88, which includes the sum of \$25,000,000 granted (from capital) to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund a total of \$149,836,015.03, including \$32,617,560.69, paid as subsidies to railways other than the Canadian Pacific Railway, and \$115,971,870.31 for working expenses of the government railways, making a total expenditure of \$298,609,535.91. Of this amount the sum of \$13,881,406.65 was expended on construction works prior to Confederation, on portions of what is now the Intercolonial Railway system.

The total revenue received from the government railways from July 1, 1867, to July 1, 1905, amounts to \$104,620,500.22.

The government expenditure on canals from July 1, 1867, to July 1, 1905, amounts, on capital account, to \$89,294,758.39, and from the consolidated fund to \$22,342,500.96, making a total of \$111,637,259.35.

The total revenue derived from canals during the same period is \$13,405,515.56.



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The total expenditure on railways and canals up to July 1, 1905, is as above, \$410,246,795.26, to which must be added for miscellaneous expenditures, embracing both, \$667,955.11; making a grand total of \$410,914,750.37.

The total revenue derived from railways and canals from July 1, 1867, to July 1, 1905, is \$118,026,015.78.

Details of the above will be found in the statements of the accountant of the department, Part I., pages 3 to 49, inclusive.

## RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the federal government, and others towards the construction of which subsidies have been granted or authorized.

Separately printed, will be found a special statistical report, embodying returns for the fiscal year ended June 30, 1905, made by Canadian railway companies, as required by statute. This gives detailed information as to railway operations in Canada, including the government roads, of which the following is a summary:—

I have to draw attention to the fact that notwithstanding repeated remonstrance against delay and neglect, there has been again, this year, default on the part of certain companies to fulfil their statutory obligations in this regard. Under these circumstances, it has been found necessary, as approximating to the present position, to utilize the statements furnished in previous years. The following are the names of the companies in default:—

## STEAM.

Bruce Mines & Algoma Railway Company.—Statements used, those of the year 1904.

Lotbiniere & Megantic Railway Company.—Statements used, those of the year 1904.

New Brunswick Coal & Railway Company.—Statements used, those of the year 1903.

Quebec Southern Railway Company.—Statements used, those of the year 1903.

## ELECTRIC.

The St. Thomas Electric Railway.—No returns have been furnished.



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## STEAM RAILWAYS.

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways, at the close of the fiscal year, June 30, 1905, was 194; some of these, however, are amalgamated or leased, making the total number of controlling companies 91, not including the government railways. The number of companies absorbed by amalgamation was 56, and the number of leased lines was 39.

On June 30, 1905, the number of miles of completed railway was 20,601, an increase of 990 miles, besides 3,632 miles of sidings. The number of miles laid with steel rails was 20,533, of which 838 miles was double track. The number of miles in operation was 20,487.\*

The paid-up capital amounted to \$1,248,666,414, an increase of \$62,119,496.\*\* The gross earnings of the year amounted to \$106,467,199, an increase of \$6,247,763, and the working expenses aggregated \$79,977,574, an increase of \$5,414,412, compared with those of the previous year; leaving the net earnings \$26,489,625, an increase of \$833,351. The number of passengers carried was 25,288,723, an increase of 1,647,958, and the freight traffic amounted to 50,893,957 tons, an increase of 2,796,438 tons. The total number of miles run by trains was 65,934,114, an increase of 4,622,112.

The rolling stock comprised: For passenger service 2,338 cars; for freight service 86,992, including 57,229 box and cattle cars; and for operation and maintenance service 4,831, making a total of 94,161 cars. Of these, 78,178 were equipped with air-brakes, and 85,381 were fitted with automatic couplers, an increase of 4,796 over the previous year. The locomotives numbered 2,906.

The accident returns show a total of 468 persons killed, 35 being passengers, 206 employees and 227 others, and, in addition, 1,357 injured, of whom 244 were passengers, 919 employees and 194 others. By train collisions and derailments 16 passengers, 31 employees and 2 others were killed, and 143 passengers, 121 employees and 9 others were injured. Through jumping on or off trains or engines in motion, 7 passengers, 10 employees, and 12 others were killed, and 52 passengers, 95 employees, and 27 others were injured. Through walking, lying or being on the track, 1 passenger, 43 employees and 135 others were killed, and 1 passenger, 52 employees, and 55 others were injured. Through falling from cars or engines, 8 passengers, 45 employees, and 13 others were killed, and 15 passengers, 138 employees, and 13 others were injured. Through being struck by engines or cars at highway crossings, 2 employees and 57 others were killed, and 3 employees and 64 others were injured. In the work of coupling cars, 27 employees were killed, and 102 employees and 1 other were injured, a total of 130, as against 178, 211, 241, 290 and 363 in the five preceding years, re-

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\* Of this mileage, the Canadian Pacific Railway comprised 8,298 miles, (5,095.50 owned and 3,202.50 leased), the Grand Trunk Railway 3,111.13 miles; the Intercolonial 1,448.96 miles, including the Windsor Branch; the Canada Atlantic 458.60 miles (400.30 miles owned, and 58.30 leased) and the Canadian Northern 1,880.57 miles (1,525.92 owned, and 354.65 leased).

\*\* The main items of this increase are the following: Canadian Northern, \$13,027,244; Canadian Pacific, \$28,186,084; Grand Trunk, \$1,466,083; Intercolonial \$4,737,621.93.



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spectively; a very satisfactory testimony to the efficiency and value of the automatic car coupler, now, happily, growing in general use.

By the Railway Act, 1903, section 211 (c), railway companies are required to provide and use in their engines and cars 'couplers which couple automatically by impact, and which can be uncoupled without the necessity of men going in between the ends of the cars.' They are allowed, however, until January 1, 1906, for fitting with such couplers cars built prior to the passage of the Act.

## ELECTRIC RAILWAYS (INCLUDING STREET RAILWAYS AND TRAMWAYS).

At the close of the fiscal year ended June 30, 1905, there were 793 miles completed, of which 768 miles were laid with steel rails, 186 miles being double-tracked. The paid-up capital amounted to \$61,033,321, of which the municipal aid amounted to \$173,000 (including \$100,000 subscription to shares, and \$40,000 loan). The number of miles in operation was 793, the actual increase being 26 miles. The gross earnings aggregated \$9,357,125, an increase of \$903,516, and the working expenses \$5,918,194, an increase of \$591,677, leaving the net earnings \$3,438,931, an increase of \$311,839. The number of passengers carried was 203,467,317,\* an increase of 22,777,319, and the freight carried amounted to 510,350 tons, an increase of 110,189 tons. The car mileage was 45,959,101, an increase of 3,892,977 miles. The accident returns show a total of 56 persons killed during the year, 30 being passengers, 3 employees and 23 others. In addition, 1,269 persons were injured. Of these, 884 were passengers, 65 employees and 347 others; 1 passenger was killed, and 103 passengers, 4 employees and 1 other were injured in collisions and derailments; 2 passengers were killed, and 362 passengers, 2 employees and 5 others injured, through jumping on or off cars in motion; 1 passenger and 19 others were killed, and 2 passengers, 2 employees and 110 others injured through walking or being on the track; 22 passengers and 2 employees were killed, and 338 passengers, 15 employees, and 140 others injured through falling from cars; 4 passengers, 1 employee and 4 others were killed, and 37 passengers, 3 employees, and 78 others injured by being struck by cars at highway crossings; 3 employees were injured by coupling cars.

## ALL RAILWAYS, STEAM AND ELECTRIC.

At the close of the fiscal year ended June 30, 1905, the conjoined statistics of steam and electric roads (including street railways) show the following results: There were 21,394 miles of railway completed, 21,280 miles being in operation. The paid-up capital amounted to \$1,309,699,735. The gross earnings were \$115,824,325, and the total working expenses \$85,895,769, making the net earnings \$29,928,556.

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\* The city street railways and their extensions carried passengers as follows: Montreal (3 companies), 67,297,268; Toronto (3 companies), 65,792,792; Ottawa, 9,328,690; Quebec, 5,558,101; Hamilton (4 companies), 6,396,419; Winnipeg, 11,255,967; London, 4,812,530; Halifax, 3,540,310; St. John, 2,608,601; and Vancouver, Victoria, and New Westminster (operated, and returns made by one company), 10,352,451.



228,756,040 passengers, and 51,404,307 tons of freight were carried; 65 passengers were killed.\*

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are: the Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island Railway.

Details respecting these railways and their operations will be found in the appendices, Part I., containing reports from the chief engineer of the department, the general manager of government railways, and the officials of these roads.

\* The following table shows the progressive development of railway construction in Canada.

Year.	Miles in Operation.	Year.	Miles in Operation.
1835..	0	1871..	2,695
1836..	16	1872..	2,899
1837..	16	1873..	3,832
1838..	16	1874..	4,331
1839..	16	1875..	4,804
1840..	16	1876..	5,218
1841..	16	1877..	5,782
1842..	16	1878..	6,226
1843..	16	1879..	6,858
1844..	16	1880..	7,194
1845..	16	1881..	7,331
1846..	16	1882..	8,697
1847..	54	1883..	9,577
1848..	54	1884..	10,273
1849..	54	1885..	10,773
1850..	66	1886..	11,793
1851..	159	1887..	12,184
1852..	205	1888..	12,585
1853..	506	1889..	12,585
1854..	764	1890..	13,151
1855..	877	1891..	13,838
1856..	1,414	1892..	14,564
1857..	1,444	1893..	15,005
1858..	1,863	1894..	15,627
1859..	1,994	1895..	15,977
1860..	2,065	1896..	16,270
1861..	2,146	1897..	16,550
1862..	2,189	1898..	16,870
1863..	2,189	1899..	17,250
1864..	2,189	1900..	17,657
1865..	2,240	1901..	18,140
1866..	2,278	1902..	18,714
1867..	2,278	1903..	18,988
1868..	2,270	1904..	19,431
1869..	2,524	1905..	20,487
1870..	2,617		

To the above is to be added the following, in respect of electric railways from the year 1901, the first year of publication of returns :—

Year.	Miles in Operation.
1901..	553
1902..	558
1903..	759
1904..	767
1905..	793



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The gross earnings of all the government roads for the past fiscal year, 1904-05, amounted to \$7,050,892.11, and compared with those of the preceding year, show an increase of \$423,636.60. The gross working expenses amounted to \$8,906,154.35, an increase of \$1,306,195.78.

The net loss on the operations of the year was \$1,855,262.24.

The Intercolonial produced a loss of \$1,725,303.92, the Windsor Branch (one-third of total earnings), a profit of \$23,175.51, and the Prince Edward Island a loss of \$153,133.83.

The above figures include rental, \$140,000, paid for the extension of the Intercolonial into Montreal.

It is proper here to observe that the upward tendency of wages of the wage-earning classes that, for various reasons, characterizes the present day, has been markedly felt on the government railways, and a very considerable portion of their expenditure is due to the increase in wages it has been found necessary to pay to their employees.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway companies, making an addition of 169.81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., Chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., Chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Léonard to Nicolet was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On June 30, 1904, the total mileage of the railway and its branches was 1,320.92 miles, the addition being due to the completion of the Rivière Ouelle branch.

During the past fiscal year, this length has been increased by the purchase, on October 1, 1904, of the Canada Eastern Railway from Gibson to Loggieville, 123.67 miles, and by the surrender, on April 19, 1905, of the Fredericton and St. Mary's bridge, and connected property, 1.33 mile. The total mileage of the Intercolonial Railway system in operation on June 30, 1905, was 1,445.92 miles.

The accountant of the railway has dealt with the rental paid under the Grand Trunk Railway lease (the only one now remaining), as an addition to the ordinary working expenses, and, in his comparative statement of averages for each year, both



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with the rental included, and also with the rental omitted. The statements of the general manager, however, are based on figures from which the rental is omitted. This explanation will cover any seeming discrepancy of statement in the matter. The accountant of the department, in his statements (Part I.), includes the rental, and it is also included in my present report.

## CAPITAL ACCOUNT.

During the fiscal year there was an addition of \$4,737,621.93 to the capital expenditure, making the total expenditure chargeable to capital on the whole road as amalgamated under the Acts 54-55 Vic., Chap. 50 (1891) and 62-63 Vic., Chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway up to July 1, 1905, \$77,473,557.73.

The additions made during the past fiscal year included (omitting cents) the following more important items: For rolling stock, \$1,377,078; for steel rails and fastenings, \$495,009; for the purchase of the Canada Eastern Railway, \$800,000; for strengthening bridges, \$246,242; for air brakes to freight cars, \$24,991; for changing link and pin draw-bars of freight cars to M.C.B. couplers, \$45,060; for new machinery for locomotive and car shops, \$40,308; for additional sidings along the line, \$139,165; for increased accommodation and facilities along the line, \$132,717; for engine-house, machine-shop, &c., at Rivière du Loup, \$66,986; for engine-house &c., at Chaudière Junction, \$34,623; for improving the ferry service at the Strait of Canso, \$45,928; for protection to the bridge at Grand Narrows, C.B., \$35,801; for extension to Sydney Mines, \$24,044; for reduction of curve at Birch Cove, \$42,447; for double-tracking parts of the line, \$151,147; for spur lines and sidings, \$23,700; for new superstructure of the Restigouche bridge, \$43,363; for increased accommodation at various points, as follows, amongst others: Sydney, \$59,288; Stellarton, \$26,728; St. John, \$46,396; Halifax, \$372,791; Pictou, \$68,125; Moncton, \$85,105; Ste. Flavie, \$60,759; Truro, \$56,468. Details of these and other items will be found in the reports of the general manager and other officials of the railway in Part I. of the appendices.

## REVENUE ACCOUNT.

The gross earnings of the year amounted to \$6,783,522.83, an increase, compared with the previous year, of \$444,291.40, and the working expenses to \$8,508,826.75, an increase of \$1,268,844.71. The expenditure was in excess of the earnings to the extent of \$1,725,303.92. The several classes of expenditure were as follows (omitting cents): For locomotive power, including salaries, wages, fuel, repairs, &c., \$3,116,653, an increase of \$499,731; for car expenses, including wages, repairs, &c., \$2,040,133, an increase of \$332,205; for maintenance of way and works, \$1,722,616, an increase of \$230,943; for station expenses, \$937,816, an increase of \$59,743, and for 'general charges,' which include staff salaries, damages paid, ferry service, printing, advertising and agency expenses, \$535,541, an increase of \$17,605.

Comparing the earnings with those of the previous year, the passenger traffic produced 31.03 per cent of the gross earnings, and amounted to \$2,021,568.04, an in-



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crease of \$83,498.76; the freight traffic, 64.47 per cent, amounting to \$4,373,178.55, an increase of \$332,056.07 (against a decrease in the previous year of \$87,132.52) and the carriage of mail and express matter produced 4.50 per cent, amounting to \$305,277.53, an increase of \$28,736.98. The earnings per mile of railway (based on a mileage of 1,414.67 miles, as against 1,320.92 the previous year) amounted to \$4,795.13, a decrease of \$3.97 per mile. The receipts per engine mile amounted to 72.08 cents, against 77.07 cents the previous year.

The working expenses per mile of railway were \$6,014.70, an increase of \$533.68. The cost per train mile was 116.61 cents, an increase of 5.29 cents, and per engine mile 90.42 cents, an increase of 2.40 cents. These figures include the rental of the leased extension into Montreal.

The engine mileage was 9,410,293 miles, an increase of 1,185,435 miles; the train mileage was 7,296,745 miles, an increase of 793,166; and the car mileage 88,255,277 miles, an increase of 7,224,518 compared with the previous year.

## GENERAL OBSERVATIONS.

The traffic of the road during the past year compared with that of the previous year is indicated by the following details covering the principal items comprising it.

The number of passengers carried was 2,810,960, an increase of 147,804, of whom 142,085 were local, and 5,719 through passengers. Of freight 2,782,257 tons were carried, an increase of 811,108 tons. The quantity of local freight decreased to the extent of 3,733 tons, and the through freight increased by 121,841 tons.

Of flour and meal 1,769,480 barrels were carried, an increase of 162,430, and of grain 3,317,910 bushels, an increase of 529,138. The quantity of lumber moved was 518,434,310 superficial feet, an increase of 53,054,507 feet. There was again a decrease in the number of live stock carried, namely, 110,670 head, the decrease being 2,336. Coal showed a decrease of 92,384 tons, the quantity being 602,377 tons. 79,513 cords of firewood were carried, an increase of 25,907 cords. Of manufactured goods 632,023 tons were carried, being an increase of 109,613 tons. Of goods other than the above there was a decrease of 689,172 tons, the quantity carried being 504,991 tons. This included 15,684 tons of raw sugar, an increase of 6,954 tons, and 31,764 tons of refined sugar, a decrease of 13,156 tons; also fresh fish, 11,871 tons of which were carried, an increase of 803 tons, and 10,137 tons of salt fish, an increase of 1,141 tons.

Of ocean borne goods to and from Europe via Halifax, 105,149 tons were carried, a decrease of 69,381 tons; of this quantity, 15,325 tons were moved via Montreal to and from the west, being a decrease of 6,052 tons.

The unprecedented severity of the winter entailed heavy direct expense in the removal of snow and ice, besides, as is pointed out by the general manager, largely increasing the operating expenses otherwise, and, at the same time, causing a loss of revenue from traffic. The cost is set down by the railway officials as \$264,716.14, which would be an increase of over \$134,000, compared with the preceding years. This, however, but faintly represents even the direct cost entailed by the winter storms, covering, as it does, merely the actual work of removal of the material. To



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this has to be added, the concurrent cost of a snow blockade extending for over two months, throughout which, on some divisions, there was practically an absolute stoppage of all the traffic, and the boats between the mainland and Prince Edward Island stopped running from the latter part of January until March, causing great congestion of cars. From details furnished me, I compute that, including wages of men actually engaged in shovelling snow and picking ice, the proportion of ordinary pay rolls during the blockade, detention time, maintenance of equipment, water supply, wrecking train service, meals for passengers, and for the snow shovellers and others, and lastly, the heavy resulting adverse car mileage balance, the total direct cost was not less than \$518,000 over the normal. Even, when, in March, there was a cessation of snow fall, the quantity of accumulated freight entailed extra cost in the endeavour to clear it.

By way of assistance to the farmers in the eastern part of Nova Scotia and in Prince Edward Island, who were suffering from a deficiency in the hay crops, due to the exceptional dryness of the summer of 1904, the Intercolonial, under authority of an Order in Council, carried, free of charge, hay to the extent of 36,609 tons for their use; the assistance was given by way of refund of freight charges to the extent of \$125,855.46.

Though no revenue was derived from this service, the ordinary cost entailed on the railway was very considerable, over 3,000 cars being engaged in the work, and this cost was increased by the fact that the hay-laden cars arrived at the time of the snow-blockade, when no boats were running to Prince Edward Island; the railway yards were congested, and a large number of cars were stalled for months. I estimate the cost to the railway as at least \$140,000. This, of course, in no way affects the principle of aiding a distressed population, through the gratuitous service of a government road, but it is only fair, in reviewing the financial side of the question, to see that while crediting to national generosity the cost involved, the railway's aggregate expenditure, in which it must be merged, is not debited, to that amount, at all events, with extravagant administration.

A large amount of work has been executed in the way of new structures and repair of old ones, at various points.

The rolling stock at the close of the fiscal year comprised 331 locomotives (a), 41 first and 35 second-class sleeping cars, 9 parlour cars, 9 dining cars, 137 first-class and 97 second-class passenger cars, 36 postal and smoking cars, 60 express and baggage cars, 5,636 box cars (b), 84 refrigerator cars (c), 123 stock cars (d), 2,840 platform cars (e), 15 oil tank cars, 999 hopper cars (f), 17 gondola (g), and 471 coal cars (h), 99 vans, 53 snow-ploughs, 23 flangers, 10 wing-ploughs, 2 rotary steam ploughs, and 3 steam cranes.\*

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\* (a) 162 are old, small and of obsolete type and unfitted for economical operation on a road with grades such as those on the Intercolonial Railway. Of these, about one-half should, at an early date, be discarded and replaced.

(b) Of these, about 300 are from 10 to 40 years old.

(c) 5 are worn out and condemned, 10 others are over 17 years in use.

(d) 6 are worn out and condemned, and 21 are over 20 years in use.

(e) 268 are over 20 years in use, and, in addition, 1,163 are over 10 years in use.

(f) 55 are worn out and condemned; 66 over 20 years in use, and, in addition, 129 over 15 and 175 over 10 years in use.

(g) All over 20 years in use.

(h) 358 are over 15 years old.



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The value of the stores on hand at the end of the year, including fuel, and iron and steel rails, was \$1,171,129.68.

The railway, its structures and rolling stock have been efficiently maintained.

Details of work executed and various interesting financial and other statements will be found in the reports of the several officers of the road in the appendices herewith.

## WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor & Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all costs of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends, for a further term of 21 years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of works are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial Railway.

The gross earnings of the government (one-third of the gross receipts) amounted to \$50,038.67, a decrease of \$3,595.38. The expenses of maintenance amounted to \$26,863.16, an increase of \$2,582.07, leaving the net profit to the government \$23,175.51.

All necessary repairs and renewals have been carried out, and the road has been maintained in good condition.

Details will be found in the appendices.

## PRINCE EDWARD ISLAND RAILWAY.

The mileage of the railway was the same as last year, namely, 209 miles.

## CAPITAL ACCOUNT.

The total cost of the road and its equipment chargeable to capital account at the close of the past fiscal year was \$6,719,529.45, there having been an addition during the year of \$591,412.65.

The chief items of this expenditure were in connection with the contract of the Murray Harbour branch, namely, \$151,065.48, and a further sum of \$133,153.85 on the Hillsborough bridge at Charlottetown, which is a part of this branch. A total of \$99,971.58 was expended on the branch line from Cardigan to Montague Bridge, and \$44,008.24 on the branch line to Vernon River bridge. Other items of improvement



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were for increased accommodation at Charlottetown, \$10,205.10, and on an extension of the railway along the water front at the same place, \$11,716.96. At various points on the railway the accommodation was improved, amongst others, at Georgetown and Kensington. The sum of \$22,566.05 was expended in applying Westinghouse air-brakes and air signals to cars, and \$26,455.73 on applying the M.C.B. couplers to rolling stock, 21 passenger and 168 freight cars being so fitted.

## REVENUE ACCOUNT.

The gross earnings amounted to \$217,330.61, a decrease of \$17,059.42, compared with the previous year, and the working expenses to \$370,464.44, an increase of \$34,769. The expenditure was in excess of the earnings to the extent of \$153,133.83.

The number of passengers carried was 235,194, an increase of 10,627, producing \$102,505.55, an increase of \$127.06. Of freight 73,969 tons were carried, a decrease of 12,317 tons, producing \$94,724.70, a decrease of \$19,336.89. The earnings from mails and sundries amounted to \$20,100.36, an increase of \$2,150.41.

The engine mileage was 442,493 miles, an increase of 36,486 miles; the train mileage was 343,301 miles, an increase of 22,516 miles.

The working expenses per train mile were 107.91 cents, a decrease of 0.10 cents, and per mile of railway \$1,772.55, an increase of \$33.46 per mile.

The receipts per mile of railway amounted to \$1,039.86, a decrease of \$81.62.

The percentages of gross receipts were as follows: Passenger earnings 47.17 per cent, an increase of 3.49 per cent; freight 43.58 per cent, a decrease of 5.08 per cent, and other items 9.25 per cent, an increase of 1.59 per cent.

The value of stores on hand at the close of the fiscal year, including fuel and steel rails, was \$88,784.61.

The decrease in the freight traffic is attributable to the failure in the crops, while the severity of the winter and snow blockades entailed heavy expenditure in operation, considerably in excess of that of the previous year.

The railway and its rolling stock are in a higher state of efficiency than at any previous time.

Details will be found in the appendices.

## BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Ed. VII., chap. 58 (1903) amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished and in lieu thereof a Board of Commissioners under the above title, was created, to consist of three members to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council dated January 18, 1904, which also appointed certain persons as commissioners. The office of the board is at Ottawa, though it is authorized to hold



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sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

## SURVEY FOR A RAILWAY TO GIVE ACCESS TO THE YUKON DISTRICT.

In the annual report of the fiscal year 1900-01, will be found a full report from the engineer in charge on this subject and also (on p. xv) a summary of the work done and the conclusions arrived at. Previous reports were printed in the annual reports for the years 1898-99 and 1899-1900.

## NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have agreed with His Majesty in respect of the construction of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is to be composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and through the province of Manitoba to the city of Winnipeg, and the western division, between Winnipeg, or some point on the said eastern division, and the Pacific ocean. The eastern division is to be constructed by the government under four commissioners to be appointed by the Governor in Council, and thereafter leased to and maintained and operated by the company, who undertake to construct at their own cost and to maintain and operate the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than \$20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction, such amount not to exceed \$13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys to be made).

The several expenditures to be made under these Acts and agreements are to be so made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly. The board are to furnish annually a report to the Governor in Council, through the Minister of Railways and



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Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The Board of Commissioners was duly appointed by Order in Council, together with the necessary officers, and is established with its headquarters in the city of Ottawa.

The report of the board will be laid before Parliament in due course. It may, however, be stated here that the total expenditure for the year 1904-05 amounted to \$778,491.28, which, with the sum of \$6,249.40 previously expended, makes the total cost \$784,740.68, up to June 30, 1905.

With regard to the division of the railway to be constructed by the company, that, namely, westwards from Winnipeg, known as the 'western division,' location has been approved by an Order in Council dated August 10, 1905, of the portion extending from Portage la Prairie westwards to township 26 north, range 13, west 2nd meridian, a distance of about 275 miles. It may be observed, also, that approval, under section 122 of the Railway Act, has been given to the route map of two branch lines the company propose to construct, one, the Thunder Bay branch, from Fort William and Port Arthur to Thunder Bay Junction, a distance of about 220 miles, and the other, the North Bay branch, extending from the Nipissing junction of the Grand Trunk Railway with the Canadian Pacific Railway to Nat's Lake, Ontario, a distance of about 220 miles.

### RAILWAY SUBSIDIES.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been fully earned and paid prior to July 1, 1904.

A tabulated statement of payments will be found in Part I., and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the session of 1895, 1896, 1898, 1902 and 1905.

Information has been brought down to the end of the fiscal year 1904-05, only, but, in supplement, the following list shows also the additional contracts entered into, and the payments made, between that date and December, 1905.

#### SUBSIDY CONTRACTS ENTERED INTO DURING 1904-05, TO JUNE 30, 1905.

Atlantic, Quebec and Western Railway Company.—From Paspébiac to Gaspé, 102 miles; contract dated February 25, 1905.

Bruce Mines and Algoma Railway Company.—From Bruce Mines Junction to town of Bruce Mines, 3 miles; contract dated January 28, 1905.

International Railway Company of New Brunswick.—From western end of its ten miles of railway constructed towards a point on the St. John river between Grand Falls and Edmundston, &c., 67 miles; contract dated May 13, 1905.



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Klondike Mines Railway Company.—From Dawson to Stewart River, 84 miles; contract dated February 1, 1905.

Nicola, Kamloops and Simalkameen Coal and Railway Company.—From Spence's Bridge on Canadian Pacific Railway to Nicola Lake, 45 miles; contract dated April 27, 1905.

Orford Mountain Railway Company.—From Eastman to town line between township of Bolton, east part, and township of Potton, 12 miles; contract dated March 9, 1905.

Orford Mountain Railway Company.—From Kingsbury to Windsor Mills, 10 miles; contract dated June 12, 1905.

Orford Mountain Railway Company.—From point on main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; contract dated June 23, 1905.

## ADDITIONAL SUBSIDY CONTRACTS FROM JULY 1 TO DECEMBER 1, 1905.

Central Ontario Railway Company.—From point near Bancroft to point near Whitney; contract dated September 6, 1905.

Kettle River Valley Railway Company.—From Grand Forks to a point 50 miles up Kettle river; contract dated July 28, 1905.

Mabou and Gulf Railway Company, Limited.—From Mabou coal mines to a point near Glendyer, thence to Orangedale on I.C.R.; contract dated July 5, 1905.

Midway and Vernon Railway Company.—From Midway to Vernon; contract dated July 28, 1905.

## SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1905.

Atlantic and Lake Superior Railway.. . . .	\$ 42,336 86
Atlantic and North-western Railway.. . . .	186,600 00
Algoma Central and Hudson Bay Railway.. . . .	341,440 00
Beersville Coal and Railway.. . . .	20,736 00
Bruce Mines and Algoma Railway.. . . .	25,120 00
Canadian Pacific Railway (Kootenay and Arrowhead Branch).. . . .	4,176 15
Canadian Pacific Railway (Pheasant Hills Branch)..	56,576 00
Halifax and South-western Railway.. . . .	291,842 00
Lindsay, Bobcaygeon and Pontypool Railway.. . . .	185,173 00
Middleton and Victoria Beach Railway.. . . .	47,789 00
Orford Mountain Railway.. . . .	38,250 00
St. Mary's River Railway.. . . .	32,134 00
South Shore Railway (Quebec) interest on delayed payment of subsidy due.. . . .	3,456 46
	<hr/>
	\$1,275,629 53

## ADDITIONAL SUBSIDY PAYMENTS FROM JULY 1, 1905, TO DECEMBER 1, 1905.

Northern Colonization Railway Company.. . . . \$ 87,786 00



## GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

(The numbers within brackets after the title of the company refer to the lists of railways for which subsidies have been authorized by Parliament year by year, from the commencement of the system of railway subsidy in 1882, in the appendices hereto.)

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy.

The following shows the aggregate of the payments made on subsidy accounts:—

For the fiscal year 1883-84, ended on June 30, 1884	\$ 208,000 00
“ 1884-85 “ 1885	403,245 00
“ 1885-86 “ 1886	2,171,249 00
“ 1886-87 “ 1887	1,406,533 00
“ 1887-88 “ 1888	1,027,041 92
“ 1888-89 “ 1889	846,721 83
“ 1889-90 “ 1890	1,678,195 72*
“ 1890-91 “ 1891	1,265,705 87*
“ 1891-92 “ 1892	1,248,215 93*
“ 1892-93 “ 1893	811,394 07*
“ 1893-94 “ 1894	1,229,885 10*
“ 1894-95 “ 1895	1,310,549 10*
“ 1895-96 “ 1896	834,745 49*
“ 1896-97 “ 1897	416,955 30*
“ 1897-98 “ 1898	1,414,934 78*
“ 1898-99 “ 1899	3,201,220 05*
“ 1899-1900 “ 1900	725,720 35*
“ 1900-01 “ 1901	2,512,328 86*
“ 1901-02 “ 1902	2,093,939 00*
“ 1902-03 “ 1903	1,463,222 34*
“ 1903-04 “ 1904	2,046,878 45*
“ 1904-05 “ 1905	1,275,629 53*
	<hr/> \$29,592,310 69

To the above there have to be added the following exceptional subsidies:—

The Canada Central Railway, paid between 1878-83..\$ 1,525,250 00

The Canadian Pacific Railway extension from St.

Martin's Junction to Quebec, paid in 1885.....	1,500,000 00
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\* In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.



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Total subsidies paid from 'Consolidated Fund' up	
to June 30, 1905.. . . . .	\$32,617,560 69
The main line subsidy to the Canadian Pacific Rail-	
way was paid from 'Capital,' amounting to.. . .	25,000,000 00

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Total paid as subsidies.. . . . . \$57,617,560 69

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which amount has been transferred to the public debt, and on which interest at 5 per cent is paid, amounting to \$119,700 a year. (See note on page 49 of the accountant's statement, Part I.)

NOTE.—The names, locations and mileage of the several railways of the Dominion, together with those of the branch lines composing their system, will be found in the 'Railway Statistics,' now issued as a separate report.

## ALBERTA SOUTHERN RAILWAY COMPANY.

(See Annual Report of 1891-92.)

## ALGOMA CENTRAL AND HUDSON BAY RAILWAY COMPANY.

(See Nos. 437 and 479.)

This company was incorporated as 'The Algoma Central Railway Company' by the Act 62-63 Vic., chap. 50 (1899), with powers to construct a line of railway from the town of Sault Ste. Marie to a point on the Canadian Pacific Railway at or near Dalton Station, and thence south-westerly to Michipicoten Harbour, Lake Superior.

These powers were amended by the Act 63-64 Vic., chap. 49 (1900), and the company were empowered to build a railway from Sault Ste. Marie to a point between the rivers Magpie and Michipicoten, and thence to the main line of the Canadian Pacific Railway, and southerly to Michipicoten Harbour.

By the Act 1 Ed. VII., chap. 46 (1901), the name of the company was changed as above, and they were empowered to build an extension of their railway from a point on the Canadian Pacific Railway northerly to some point on James Bay, not further north than Equam river.

By the Railway Subsidy Act of 1899, 62-63 Vic., chap. 7, item 23, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for 40 miles of a railway from Sault Ste. Marie towards Michipicoten river and harbour, and towards the Canadian Pacific Railway.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 28, 1901, under authority or orders in council dated May 30 and August 10, 1901.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 4, the grant of a similar subsidy to the company was authorized for an extension of 25 miles from the



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end of the 40 miles section above mentioned, and also for 25 miles from Michipicoten harbour towards the main line of the Canadian Pacific Railway.

Under authority of an order in council, dated January 6, 1902, a contract was entered into with the company on February 5, 1902, for the work so subsidized.

By the Railway Subsidy Act of 1901, chap. 7, item 20, the grant of a similar subsidy was authorized for a further distance, not exceeding 135 miles, to a point on the Canadian Pacific Railway at or near White River, and a contract was entered into with the company accordingly on October 15, 1902.

During the past fiscal year there has been paid \$341,440, making the total payments to this company \$924,976, up to June 30, 1905.

ATLANTIC AND LAKE SUPERIOR RAILWAY COMPANY.

(See No. 524.)

This company was incorporated by the Act 56 Vic., chap. 39 (1893), with powers to construct or acquire a line of railway from a point at or near Gaspé bay in the province of Quebec, to a point at or near the St. Mary river in the district of Algoma, in the province of Ontario, and was authorized to enter into agreement with certain companies named for the purchase or lease of their railways, in whole or in part, and their franchises, between the points named.

Agreements were made by the company, and were confirmed by Parliament by the Act 57-58 Vic., chap. 63 (1894), as follows:—

(1) For the purchase of the Baie des Chaleurs Railway Company's railway and appurtenances and their franchises. (2) For the use of a bridge to be constructed across the River St. Lawrence, opposite the city of Montreal, to be built by the Montreal Bridge Company. (3) For the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, in the province of Quebec. (4) For the purchase from the Ottawa Valley Railway Company of their railway between Lachute and St. Andrew's in the province of Quebec, and their franchises. The Act provided that the railways named should be completed within three years, and the bridge within five years.

Difficulties, however, arose; the property of the Atlantic and Lake Superior Railway Company was ultimately vested in the trustees of the bondholders, who, by the Act 1 Ed. VII., chap. 48, 1901, were authorized, notwithstanding anything contained in any Act of Parliament, to repair and renew the road-bed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspebiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspebiac, the Baie des Chaleurs division.

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspebiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all,



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not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act provided for payment out of the subsidy, 1st, for certain bridge superstructures, the amount being limited to \$35,000; 2nd, 'for the completion of the road-bed and works incidental thereto;' 3rd, 'towards payment of overdue balances, *pro rata*, in settlement of claims for labour, boarding-house claims, and supplies furnished in connection with the said section of railway.'

Under date July 25, 1901, a subsidy contract was entered into accordingly. The road was completed, and, on inspection, was so reported in June, 1903. The question of the amount of subsidy earned remained to be decided, involving decision as to the actual, necessary and reasonable cost of this 30 miles of railway.

On examination, this cost was found to be \$589,485.37, and the total subsidy earned \$165,735.

By an order in council of July 23, 1904, authority was given for certain payments on that basis, and for the appointment of a special commissioner for the investigation of the various claims presented for labour, &c.

Up to June 30, 1904, payments had been made to the extent of \$104,153.98. Of this total, \$32,153.98 was for bridge superstructures, and \$72,000 to the trustees for road-bed completion.

During the past fiscal year, there has been paid a total of \$42,336.86, of which \$14,675.84 was paid to the trustees for road-bed completion, and \$27,661.02 for labour, &c., making the payments up to June 30, 1905, \$32,153.98 for bridge superstructures, \$86,675.84 for road-bed completion, and for labour, &c., \$27,661.02, a total of \$146,490.84. The number and amounts of the claims put forward for labour, &c., were so considerable, and they were of so complicated a character, that the necessary investigation before the apportionment of the moneys available could be made was a matter of time and difficulty. This investigation was carried out by the department, and, finally, by Judge Langelier, of Quebec, upon whose decision payments have been made as above stated.

It has to be observed that, as stated in the annual report of the department for the year 1894-95, subsidy has been paid to the Baie des Chaleurs Railway Company for the portion of this railway from Metapedia eastwardly towards Paspébiac, 70 miles, to the extent of \$620,000.

## ATLANTIC AND NORTH-WEST RAILWAY COMPANY.

(See Annual Report of 1889-1890.)

The full history of this subsidy was shown in the annual report for 1889-90. The company receives an annual subsidy of \$186,600 for 20 years. The first payment having been made in 1889-90. The total paid up to June 30, 1905, is \$2,985,600. Payment is made by the Department of Finance direct.



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## ATLANTIC, QUEBEC AND WESTERN RAILWAY COMPANY.

(See No. 595.)

This company was incorporated by the Act of Quebec, 1 Ed. VII., chap. 63 (1901), with powers to construct a railway from Gaspé Basin to some point north of Causapsca, but not beyond Sayabec, in the county of Matane. Other powers were granted of a general commercial character.

By the Dominion Act, 3 Ed. VII., chap. 81 (1903), the above company was declared to be for the general advantage of Canada, and authority was granted to them, in addition to that conferred by their Act of incorporation, to construct a railway from a point north of Causapsca on the Intercolonial Railway, to a point at or near Edmundston, N.B.

By the Dominion Subsidy Act, 3 Ed. VII., chap. 57, item 51, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Gaspé to a point at or near Causapsca on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a railway from Paspébiac to Gaspé, not exceeding 102 miles.

The company having applied for the subsidy granted for the line from Paspébiac to Gaspé, a contract was entered into with them, accordingly, on February 25, 1905, under authority of order in council dated January 28, 1905.

No payments have been made up to June 30, 1905.

## BAIE DES CHALEURS RAILWAY COMPANY.

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

## THE BAY OF QUINTÉ RAILWAY COMPANY.

(See Nos. 434 and 581.)

This company was incorporated by the Dominion Act of 1881, chap. 46, under the name 'The Bay of Quinté Railway and Navigation Company,' with powers to construct a line of railway from Mill Point, county of Hastings, on the Bay of Quinté, to a point of junction with the Grand Trunk Railway.

By the Act of 1896 it was empowered to amalgamate with the Kingston, Napanee and Western Railway Company (formerly the Napanee, Tamworth and Quebec Railway Company), under the name of the Bay of Quinté Railway Company. Its powers were extended to cover the construction of branch lines, not exceeding 20 miles in length, each to connect with mines and mineral lands, and by the Act of 1900, chap. 50, extensive powers were conferred for development of electrical power, and for mining and timber industries. Their powers of construction were extended to June 14, 1905.



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By the Subsidy Act of 1899, chap. 7, item 20, as amended by clause 9 of the Subsidy Act of 1900, chap. 8, the grant of aid was authorized to the extent of \$3,200 per mile for 10 miles, for extensions, branches and additions to connect their lines of railway or to connect the said lines or connecting lines with iron or other mines or mineral or wood lands in certain counties named. This was in lieu of part of the balance of subsidy granted to the Kingston, Napanee and Western Railway in 1892.

Under date of December 30, 1902, a subsidy contract was entered into with them accordingly.

By the Subsidy Act of 1899, chap. 7, item 45, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for an extension not exceeding 2 miles, of the company's line, westerly, from a point at or near Richmond Boundary Road, near Deseronto, and also for an extension from the end of the said two miles, northerly, for a distance not exceeding 3 miles.

Under date of December 30, 1903, a separate contract was entered into with the company for each of these two sections.

During the fiscal year 1902-03 payment was made of \$19,200 for the six miles between Deseronto and Napanee, under the subsidy granted by item 20 of the Act of 1899.

By the Subsidy Act of 1903, chap. 57, item 37, the grant of aid to the extent of \$3,200 per mile with an addition of 50 per cent on the average expenditure in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile, was authorized for further extension of the company's line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings county, not exceeding 20 miles in all.

Under date of January 23, 1904, a subsidy contract was entered into with the company for the construction of this extension.

The total payments to this company on subsidy account amounted to \$69,120, up to June 30, 1904; but there had been previously paid to the Kingston, Napanee and Western Railway Company a total of \$208,732.80.

No further payments were made up to June 30, 1905.

## BEERSVILLE COAL AND RAILWAY COMPANY.

(See No. 604.)

This company was incorporated by the Act of New Brunswick, 3 Edward VII., chap. 94 (1903), with power to construct a railway from Adamsville on the Inter-colonial Railway to a point at or near Brown's Landing or Beersville, and also to carry on the business of coal mining in all its branches, and other privileges in connection therewith.



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By the Subsidy Act of 1903, chap. 57, item 60, a subsidy was authorized for 7 miles of the company's railway from Adamsville to Brown's Landing or Beersville, \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

The company were admitted to contract on June 24, 1904, the road to be completed by January 1, 1905.

During the past fiscal year, subsidy was paid for this work to the extent of \$20,736, the total paid up to June 30, 1905.

## BEAUHARNOIS JUNCTION RAILWAY COMPANY.

(See Annual Report of 1895-96.)

## BELLEVILLE AND NORTH HASTINGS RAILWAY COMPANY.

(See Annual Report of 1888-89.)

## BOSTON AND NOVA SCOTIA COAL COMPANY.

(See Annual Report of 1895-96.)

## BRACEBRIDGE AND TRADING LAKE RAILWAY COMPANY.

This company was incorporated by the Act 63 Vic., chap. 109 (Ontario), with powers to construct a line of railway to be operated by steam or electricity, or partly by steam and partly by electricity, from a point in the town of Bracebridge to some point in the township of McLean, a distance of about fourteen miles, and to construct, extend and operate a continuation or branch of such railway from Bracebridge to some point on Muskoka Lake at or near Beaumaris, in the township of Monck, a distance of about ten miles, all in the district of Muskoka.

By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ont., not exceeding 15 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on December 30, 1902, under authority of Order in Council, dated April 6, 1903.

No payments have been made up to June 30, 1905.

## BROCKVILLE, WESTPORT AND SAULT STE. MARIE RAILWAY COMPANY.

(See Annual Report of 1896-97.)



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BRANTFORD, WATERLOO AND LAKE ERIE RAILWAY COMPANY.

(See Annual Report of 1895-96.)

BRUCE MINES AND ALGOMA RAILWAY COMPANY.

(See No. 628.)

The history of this railway was given in the annual report for 1902-03, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1904, chap. 34, section 2, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from Bruce Mines Junction southerly to the town of Bruce Mines, not exceeding 3 miles; (b) for 6 miles of railway constructed from Gordon Lake Station northward to Rock Lake. (c) for 12 miles from Rock Lake northward.

The company having applied for subsidies (a) and (b), contracts were entered into with them, accordingly, on January 28, 1905, and October 20, 1904, respectively, under authority of orders in council dated January 7, 1905, and September 19, 1904.

These two sections of railway are completed, and during the past fiscal year the full amount of the subsidies, \$25,120, has been paid, making the total payments to the company \$53,920.

BUCTOUCHE AND MONCTON RAILWAY COMPANY.

(See Annual Report of 1893-94.)

CALGARY AND EDMONTON RAILWAY COMPANY.

(See Annual Report for 1890.)

(Leased to Canadian Pacific Railway.)

CANADA ATLANTIC RAILWAY COMPANY.

(See Annual Report of 1888-89; also see under head of Ottawa, Arnprior and Parry Sound Railway Company.)

CANADA EASTERN RAILWAY CO. (FORMERLY NORTHERN AND WESTERN RAILWAY COMPANY OF NEW BRUNSWICK, NOW PART OF THE INTERCOLONIAL RAILWAY SYSTEM.)

(See the Annual Reports for the years 1894-95 and 1899-1900.)

CANADIAN BRIDGE COMPANY.

(See South Shore Railway Company, Quebec.)



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## CANADIAN NORTHERN RAILWAY COMPANY.

(See Nos. 446, 493.)

By the Dominion Act 62-63 Vic., chap. 57 (1889), authority was granted for the amalgamation of the Winnipeg Great Northern Railway Company (formerly the Winnipeg and Hudson's Bay Railway and Steamship Company, the name of which was by the Act of 1887, chap. 81, changed to the Winnipeg and Hudson's Bay Railway Company), and the Lake Manitoba Railway and Canal Company, under the name of the Canadian Northern Railway Company, and the agreement for such amalgamation was confirmed; authority also was given for the construction of a railway from Prince Albert to Edmonton, also a branch from a point on that line to the Peace river, together with certain other branch lines.

The Dominion Act 1 Ed. VII., chap. 52 (1901), confirmed certain agreements for amalgamation of the Manitoba and South-eastern Railway Company and the Ontario and Rainy River Railway Company with the above company; it also granted authority to construct certain lines of railway described.

By the Dominion Act 1 Ed. VII., chap. 53 (1901), authority was granted to the above company, to lease, with the option of purchase the Northern Pacific and Manitoba Railway, the Winnipeg Transfer Railway Company, Limited, the Portage and North-western Railway Company, and the Waskada and North-eastern Railway Company.

By the Dominion Subsidy Act 62-63 Vic., (1889), chap. 7, item 32, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 100 miles of railway from a point on the Winnipeg Great Northern Railway north of Swan river to Prince Albert, N.W.T.

By the Dominion Subsidy Act 63-64 Vic (1900), chap. 8, item 18, the grant of a similar subsidy for 100 miles of railway in further extension of the company's line from north of Swan river towards Prince Albert, was authorized.

The company having applied, they were admitted to contract under both subsidies, the two agreements being dated December 7, 1903.

The payments made to this company under the aforesaid agreements aggregate the following amounts:—

For the Ontario and Rainy River Railway (see the Annual Report for 1902-03), \$1,534,976, all paid prior to June 30, 1903.

For the Prince Albert Branch, \$374,156.

The total of the above payments amounts to \$1,909,132, up to June 30, 1904.

By the Special Act 3 Ed. VII., chap. 7 (1903), assistance was granted for the extension of the company's railway for 620 miles from Grandview, the terminus of their Gilbert Plains branch to Edmonton, and for a distance of 100 miles east of Prince Albert to Prince Albert, by guaranteeing the principal and interest at 3 per



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cent per annum of first mortgage bonds and other securities to the extent of \$13,000 a mile, the principal to be payable in 50 years from the passage of the Act.

Under date July 29, 1903, a trust mortgage between the Canadian Northern Railway Company, the British Empire Trust Company, Limited, the National Trust Company, Limited, and His Majesty was executed in pursuance of the provisions of the said Act, the security to be held by the trustees to be a charge on the two lines of railway thereunder to be constructed, with their equipment, buildings and appurtenances, on the balance of the Prince Albert Branch east of Erwood, and on the company's already constructed and operated lines from Port Arthur westwards as enumerated in a schedule attached, with their buildings, equipment and appurtenances.

Under the same date, July 29, 1903, an agreement was made with the company for the construction of the said two lines of railway, accordingly the line from Grandview to Edmonton to be completed by October 1, 1905, and the 100 miles east from Prince Albert by the same date.

Under orders in Council of November 5, 1903, March 10, 1904, August 18, 1904, and January 13, 1905, authority has been given for the payment out of moneys deposited with the government as proceeds of the company's stock, for that purpose, under the said agreement of the sum of \$6,125,600, for the work executed on the 620 miles between Grandview and Edmonton, and of the sum of \$936,000, for work on the 100 miles east from Prince Albert, being the proportion of the guarantee earned for the execution of 76 per cent of the estimated cost, \$11,341,300, of the work to be done on the 620 miles, including equipment, and of 72 per cent of the estimated cost, \$1,709,115, of the work to be done on the 100 miles, including equipment.

This represents the position up to June 30, 1905.

For certain portions of the company's lines, under the aforesaid amalgamations, land grants have been authorized (see Winnipeg Great Northern Railway Company and Manitoba and South-eastern Railway Company in annual report for 1895-96.) These matters are dealt with by the Department of the Interior.

The company further, by virtue of this amalgamation, have an agreement with the government for the transport of men, supplies, materials and mails for 20 years over the portion of their line from Gladstone to a point half way to the River Saskatchewan.

## CANADIAN PACIFIC RAILWAY COMPANY.

(Revelstoke to Arrow Lake.)

(See Annual Report for 1896-97.)

## CANADIAN PACIFIC RAILWAY COMPANY.

(Pipestone Branch—Antler Station to Moose Mountain.)

(See Annual Report for 1901-02.)



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## CANADIAN PACIFIC RAILWAY COMPANY.

(Crow's Nest Pass Railway.)

(See Annual Report for 1902-03.)

## CANADIAN PACIFIC RAILWAY COMPANY.

(Waskada Branch.)

(See No. 494.)

By the Railway Subsidy Act of 1900 62-64 Vic., chap 8, item 19, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, for 20 miles further.

That company having applied for the said subsidy, a contract was entered into with them for the work on December 28, 1901, under authority of orders in council, dated July 6, September 11, October 3, and November 30, 1901. No portion of the subsidy was paid up to June 30, 1902.

In the fiscal year 1903-04 payments were made to the extent of \$64,000.

No further payments have been made up to June 30, 1905.

## CANADIAN PACIFIC RAILWAY COMPANY.

(Pheasant Hills Branch.)

(See No. 616.)

By the Subsidy Act of 1903, Ed. VII., chap. 57, item 72, the grant of a subsidy of \$3,200 a mile with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the main line of the Canadian Pacific Railway between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.

The company having applied, a contract was entered into with them on January 14, 1904, under authority or orders in council of November 17, 1903, and January 12, 1904.

During the past fiscal year, subsidy was paid for this work to the extent of \$56,576, making the total payments up to June 30, 1905, \$435,200.

## CANADIAN PACIFIC RAILWAY COMPANY.

(Dyment Branch.)

(See Annual Report for 1902-03.)



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## CANADIAN PACIFIC RAILWAY COMPANY.

(West Selkirk—Lake Winnipeg Branch.)

(See Annual Report for 1902-03.)

## CAP DE LA MADELEINE RAILWAY COMPANY.

(See Annual Report of 1896-97.)

## CAPE BRETON RAILWAY EXTENSION COMPANY, LIMITED.

(See Annual Report of 1895-96.)

(See No. 420.)

This company was incorporated by 62 Vic., chap. 126 (1899), of the Acts of Nova Scotia, with powers to construct a railway between Canso and Louisburg and to construct a bridge or tunnel over or under the Straits of Canso, or to operate a ferry.

By the Nova Scotia Act of 1902, chap. 190, it was further empowered to build branches from any point on its main line or branches to any other point in the county of Cape Breton.

By the Subsidy Act of 1899, 62-63 Vic., chap. 7, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the average cost in excess of \$15,000 a mile, in all not exceeding \$6,400 a mile, was authorized in aid of a railway from Port Hawkesbury, on the Strait of Canso, N.S., to St. Peter's, 30 miles.

The above company, having applied, were admitted to contract for work on September 15, 1900. Payments have been made up to June 30, 1904, of \$182,400.

No further payments have been made up to June 30, 1905.

## CENTRAL COUNTIES RAILWAY COMPANY.

(See No. 574.)

This company was originally incorporated by the Dominion Act 50-51 Vic., chap. 82, under the name of the Prescott County Railway, with powers to construct and operate a railway from a point in or near the village of Hawkesbury, in the county of Prescott, to a point on the line of the Ontario and Quebec Railway in the county of Soulanges, in the province of Quebec, and to a point on the line of the Canada Atlantic Railway, in the county of Glengarry, and to the River St. Lawrence, in or near the town of Cornwall, with a branch to Caledonia Springs.

By the Dominion Act 52 Vic., chap. 80, the name of the company was changed to the above, and power granted to construct a bridge across the Ottawa river. By a further Dominion Act, 2, Edward VII., chap. 53, power was granted for the extension of the railway from Hawkesbury to South Indian.

This railway has been leased to, and is now operated by, the Canada Atlantic Railway Company.



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By the Dominion Subsidy Act of 1903, 3 Edward VII., chap. 57, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 35 miles, and has been granted to this company, in lieu of the subsidy authorized by item 22 of sec. 2 of chap. 7 of 1899.

Application having been made, the company was admitted to contract for this work on December 26, 1903, under authority of the Order in Council of December 12, 1903.

No payments have been made up to June 30, 1905.

CENTRAL ONTARIO RAILWAY COMPANY.

(See Annual Report for 1900-01.)

CENTRAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1902-03.)

CHATEAUGUAY AND NORTHERN RAILWAY COMPANY.

(See Nos. 507, 508, 509, 599.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Isle to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid up to June 30, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, item 55, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 16 miles of a railway from a point on its main line at or near L'Epiphanie, via the parish of St. Jacques de l'Achigan to the village of Rawdon.

The company were admitted to contract for this work on December 12, 1903.

By the Dominion Subsidy Act of 1903, chap. 57, sec. 3, sub-sec. 4, a subsidy was authorized for the Bout de L'Ile bridge of \$50,000, in addition to that granted by item 33 of section 2, of chap. 8, of 1900.



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The total of the payments made to the company up to June 30, 1904, amounted to \$191,595.

No further payments have been made up to June 30, 1905.

## CHATHAM BRANCH RAILWAY COMPANY.

(See Annual Report of 1893-94.)

## CHIGNECTO MARINE TRANSPORT COMPANY.

(See Annual Report for 1894-95.)

## COAST RAILWAY COMPANY OF NOVA SCOTIA.

(Name changed to Halifax and Yarmouth Railway Company by Nova Scotia Statute of 1899, chap. 128.)

(See Nos. 403, 520.)

This company was incorporated by the Provincial Act of Nova Scotia, 56 Vic., chap. 154 (1893), to build a line of railway from Yarmouth to Lockport; a subsequent Act, 59 Vic., chap. 103 (1896), extending its powers.

By the Dominion Subsidy Act, 60-61 Vic., chap. 4 (1897), the grant of a subsidy to this company for 61 miles of their railway from Yarmouth to Port Clyde was authorized, the amount being \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile.

The company were admitted to contract on August 26, 1897, the road to be completed by September 1, 1899.

During the year 1897-98 they were paid the sum of \$90,400.

By the Subsidy Act of 1901, chap. 7, item 5, the grant of aid was authorized for a line of railway from Pubnico, N.S., to Port Clyde, or Clyde river, \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, for 31 miles.

This was in lieu of the unexpended balance of the subsidy granted in 1897.

The company having applied were admitted to contract on March 1, 1903.

Payment of subsidy to the extent of \$150,400 had been made up to June 30, 1904.

No further payments have been made up to June 30, 1905.

## COMPAGNIE DU CHEMIN DE FER DE COLONISATION DU NORD.

(See No. 451.)

This company was incorporated by the Dominion Act 62-63 Vic., chap. 62 (1899), with powers to construct and operate a railway from a point in or near Labelle, in the



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county of Labelle, Quebec, and passing within a mile of the parish church of L'Annonciation, in the township of Marchand, in the said county, and within a mile of the parish church in the village of Nominingue, in the township of Loranger, and within a mile of the village of Rapide de L'Original, in the townships of Robertson and Campbell, and thence in a westerly direction to a point at or near Lake Temiscamingue in the county of Pontiac.

By the Railway Subsidy Act 62-63 Vic., chap. 7 (1899), item 37, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway for a distance not exceeding 22 miles from Labelle in a north-westerly direction, to Nominingue, via Notre Dame de l'Annonciation.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on July 8, 1902.

Payment has been made to the extent of \$53,384, up to June 30, 1904.

No further payments have been made up to June 30, 1905.

COBOURG, NORTHUMBERLAND AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1900-01.)

COLUMBIA AND KOOTENAY RAILWAY AND NAVIGATION COMPANY.

*(Leased to the Canadian Pacific Railway Company.)*

(See Annual Report for 1891-92.)

CORNWALLIS VALLEY RAILWAY COMPANY.

(See Annual Report for 1891-92.)

CUMBERLAND RAILWAY AND COAL COMPANY.

(See Annual Report for 1894-95.)

DOMINION ATLANTIC RAILWAY COMPANY.

(See Western Counties Railway Company.)

DOMINION EASTERN RAILWAY COMPANY.

(See Annual Report for 1900-01.)

DOMINION LIME COMPANY.

(See Annual Report for 1888-89.)



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## DOMINION COAL COMPANY.

(See ~~Annual~~ Report for 1895-96.)

## DRUMMOND COUNTY RAILWAY COMPANY.

(See Annual Report of 1900-01.)

## EAST RICHELIEU VALLEY RAILWAY COMPANY.

(See Annual Report of 1888-89.)

## EDMONTON, YUKON AND PACIFIC RAILWAY COMPANY.

(See Nos. 455, 572.)

This company was incorporated by the Dominion Act of 1896, 59 Vic., chap. 71, under the name of the Edmonton District Railway, with powers to construct and operate a railway from some point within the town of Edmonton to a point in South Edmonton on the Calgary and Edmonton Railway and to connect therewith; also from some point within the town of Edmonton, via the village of St. Albert, to a point on the Athabaska river, at or near Fort Assiniboine, with a branch to Stony Plains; also from some point within the town of Edmonton to a point at or near Fort Saskatchewan, together with a branch to a point on Sturgeon river. Other powers were granted of a general commercial character.

By the Dominion Act of 1898, 61 Vic., chap. 63, the company was empowered to extend their line of railway from the Athabaska to the navigable waters of Pelly river.

By the Dominion Act of 1889, 62-63 Vic., chap. 64, the name of the company was changed to the above, with powers to extend the railway via the Yellow Head Pass or the Peace River Pass, to a point in British Columbia, or to connect with the railway which the British Pacific Railway Company is authorized to construct, and also to construct and operate a branch line to some point on the Yukon river.

By the Dominion Subsidy Act of 1903, 3 Edw. VII., chap. 57, item 28, the grant to this company of a subsidy of \$3,200 a mile, with an addition of 50 per cent on the cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for 50 miles of a railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass.

The company having applied for this subsidy, a contract was entered into with them, accordingly on June 24, 1904, the road to be completed by December, 1906.

No payments have been made up to June 30, 1905.

## ELGIN, PETITCODIAC AND HAVELOCK RAILWAY COMPANY.

(See Annual Reports for 1885-86 and 1890-91.)



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ERIE AND HURON RAILWAY COMPANY.

(See Annual Report for 1886-87.)

ESQUIMALT AND NANAIMO RAILWAY COMPANY.

(See Annual Report for 1886-87.)

FREDERICTON AND ST. MARY'S BRIDGE COMPANY.

As stated in the annual report for the year 1888-89, by the special Act 50-51 Vic., chap. 26, (1887), the Governor in Council was authorized to make advances to the extent of \$300,000, (secured by mortgage) to the above company, in aid of the construction of a railway bridge over the St. John river, and advances were made accordingly to the extent of \$297,000.

By the Dominion Act of 1904, chap. 4, the Governor in Council was authorized to enter and take possession of the property of the company together with all its rights and privileges, default having been made in repayment of the said advances, and interest thereon, such property has become forfeited to the Crown. The requisite legal steps having been taken to obtain possession of the property, it is now included in the Intercolonial Railway system.

GRAND TRUNK, GEORGIAN BAY AND LAKE ERIE RAILWAY COMPANY.

(See Annual Report for 1893-94.)

GRAND TRUNK RAILWAY COMPANY.

(See Annual Report of 1900-01.)

GREAT EASTERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

GREAT NORTHERN RAILWAY OF CANADA (FORMERLY THE GREAT NORTHERN RAILWAY COMPANY).

(See Annual Report for 1902-03.)

GULF SHORE RAILWAY COMPANY OF NEW BRUNSWICK.

(See Annual Report for 1899-1900.)

GUELPH JUNCTION RAILWAY COMPANY.

(See Annual Report of 1888-89.)



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## HALIFAX AND SOUTH-WESTERN RAILWAY COMPANY.

(See Nos. 567, 619.)

This company was declared to be incorporated under date of the 21st day of August A.D. 1901, by the Act of the province of Nova Scotia, 2 Edward VII., chap. 1 (1902), for the construction and operation of a railway from a point on the Inter-colonial Railway at or near Halifax to Barrington Passage, and also from a junction with the Central Railway, at or near New Germany, to Caledonia Corners.

By the Dominion Subsidy Act of 1903, chap. 57, items 23 and 75, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for lines of railway (a) from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, 68 miles; (b) from a point on the Central Railway at or near Bridgewater towards Barrington Passage, 77 miles, and an addition to and continuation of the same, 35 miles; (c) from a point at or near New Germany on the Central Railway to a point at or near Caledonia, 22 miles; (d) and from a point at or near Caledonia to Liverpool, 29 miles.

The company was admitted to contract on November 9 1903; the time for completion being fixed as August 1, 1905.

During the past fiscal year payments have been made to the extent of \$291,842, making the total payments up to June 30, 1905, \$477,264.

## HALIFAX AND YARMOUTH RAILWAY COMPANY.

(Formerly the Coast Railway Company of Nova Scotia, which see.)

(Name changed by Nova Scotia Statute of 1899, Chap. 128.)

(See Annual Report for 1902-03.)

## HARVEY BRANCH RAILWAY COMPANY.

(See Annual Report of 1889-90.)

## HEREFORD RAILWAY COMPANY (FORMERLY HEREFORD BRANCH RAILWAY COMPANY).

(See Annual Report of 1891-92.)

## INTERNATIONAL RAILWAY COMPANY.

(See Annual Reports of 1887-88 and 1889-90.)

## INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

(See Restigouche and Western Railway Company.)

This company was incorporated by letters patent, dated May 19, 1903, in pursuance of the Act of the legislature of New Brunswick of that year, entitled 'An



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Act in aid of the construction of certain railways,' with powers to construct a line of railway commencing at the terminus of the first section of 10 miles of railway extending from Campbellton, N.B., westward, built for the Restigouche and Western Railway Company, to the St. John river at a point between Grand Falls and Edmundston, with power to acquire the said 10 miles already built, and to issue debentures on the said line of railway, including the first section of 10 miles, when acquired, to the extent of \$5,000 per mile; the capital stock to be \$600,000, with provision for increase to \$1,500,000.

By the Subsidy Act of 1903, chap. 57, item 14, authority was given for the grant of a subsidy to the above company for a line of railway from the western end of the 10 miles of its railway already constructed from Campbellton towards a point on the St. John river between Grand Falls and Edmundston, not exceeding 67 miles, being in lieu of previous subsidies.

Under date of May 13, 1905, a subsidy contract was entered into with the company accordingly, under the authority of an Order in Council of the 8th of that month.

No payments have been made up to June 30, 1905.

#### INVERNESS RAILWAY AND COAL COMPANY.

(Name changed from Inverness and Richmond Railway Company by the Act of the province of Nova Scotia, 2 Edward VII., chap. 162 of 1902.)

(See Nos. 203, 251, 357, 400, 523 and 568.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., chap. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, chap. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Cheticamp.

By the Subsidy Act, 57-58 Vic., chap. 4 (1894), assistance to the extent of \$80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Cheticamp, and the above company was admitted to contract for the work on November 23, 1894.

By the Subsidy Act of 1897, 60-61 Vic., chap. 4, in lieu of the subsidy granted in 1894, a subsidy of \$3,200 a mile with an addition of 50 per cent on expenditure in excess of \$15,000 a mile, such subsidy in all not to exceed \$6,400 a mile, was authorized for a railway from Port Hawkesbury to Port Hood and Broad Cove, 53 miles, and the company was admitted to contract thereunder on April 29, 1898.

By the Subsidy Act of 1903, chap. 57, item 24, the grant of a subsidy for 30 miles of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chap. 4 of 1897, was authorized.



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The company was admitted to contract on November 9, 1903; the time for completion being fixed as August 1, 1905.

The total payments up to June 30, 1904, amounted to \$368,545.97.

No further payments were made up to June 30, 1905.

## IRONDALE, BANCROFT AND OTTAWA RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## JOGGINS RAILWAY COMPANY.

(See Annual Report for 1891-92.)

## KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY.

(See Napanee, Tamworth and Quebec Railway.)

## KINGSTON AND PEMBROKE RAILWAY COMPANY.

(See Annual Report for 1884-85.)

## KLONDIKE MINES RAILWAY COMPANY.

(See No. 615.)

This company was incorporated by the Dominion Act of 1899, chap. 72, with powers for the construction of a line of railway from Klondike City along the Klondike river to Bonanza Creek, and thence along the Yukon river to Dawson City, together with power to construct certain branch lines. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 71, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Dawson to Stewart river, not exceeding 84 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on February 1, 1905, under authority of orders in council of March 7 and December 24, 1904, and January 7, 1905.

No payments have been made up to June 30, 1905.

## KOOTENAY AND ARROWHEAD RAILWAY COMPANY.

(See No. 543.)

This company was incorporated by the Act 1, Ed. VII., chap. 70 (1901), with powers to construct a railway from a point at or near Lardo, near the head of Kooten-



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may lake, to a point at or near Duncan; thence north-westerly to Arrowhead on Arrow lake, B.C., together with such branch lines, none to exceed 30 miles, as may be authorized by the Governor in Council. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

On August 15, 1901, this railway was leased to the Canadian Pacific Railway Company for a term of 999 years. The leasing was approved by an Order in Council of June 29, 1903.

By the Subsidy Act of 1901, chap. 7, item 28, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited to \$6,400 in all, was authorized for a railway from Duncan lake towards Lardo or Arrow lake, B.C., or from Lardo to Arrow lake, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on August 26, 1901, under authority of Orders in Council of June 8 and July 6, 1901; the time for completion being fixed as August 1, 1903. The road was built from Lardo to Trout lake, 33 miles, and was inspected in June, 1902, with a view to its being opened for public traffic.

During the past fiscal year, subsidy was paid to the extent of \$4,176.15, making the total payments up to June 30, 1905, \$64,790.

#### LAURENTIAN RAILWAY COMPANY.

Formerly 'the Lake Erie, Essex and Detroit Railway Company.' Name changed by Dominion Act, 54-55 Vic., chap. 88 (1891).

(See Annual Report for 1901-02.)

#### L'ASSOMPTION RAILWAY COMPANY.

(See Annual Report of 1886-87.)

#### LEAMINGTON AND ST. CLAIR RAILWAY COMPANY.

(See Annual Report of 1888-89.)

#### LAKE TEMISCAMINGUE COLONIZATION RAILWAY COMPANY.

(See Annual Report of 1896-97.)

#### LAURENTIAN RAILWAY COMPANY.

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

#### LINDSAY, BOBCAYGEON AND PONTYPOOL RAILWAY COMPANY.

(See Nos. 197, 271, 372, 425, 545.)

This company was incorporated by the Dominion Act 53, Vic., chap. 55 (1890), with powers to construct a railway from a point at or near Pontypool on the line of



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the Canadian Pacific Railway, thence via Lindsay to the village of Bobcaygeon. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

The charter originally granted was revived and amended by the Act 55-56 Vic., chap. 78.

By the Subsidy Act of 1903, chap. 57, item 2, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chap. 7 of 1899.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on March 14, 1904.

The sum of \$185,173.06 was paid during the past fiscal year, the total paid up to June 30, 1905.

## LOTBINIÈRE AND MEGANTIC RAILWAY COMPANY.

(See Annual Report of 1896-97.)

## MAGNETAWAN RIVER RAILWAY COMPANY.

This company was incorporated by the Act 1 Edward VII. (Ontario), chap. 83 (1901), with powers to construct a railway between a point in or near the village of Burk's Falls, in the district of Parry Sound, and a point on the Magnetawan river, in the said district of Parry Sound, where the said river is navigable for vessels.

By the Railway Subsidy Act, 1 Edward VII., chap. 7 (1901), item 22, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Magnetawan river, not exceeding two miles.

The company having applied for this subsidy, a contract was entered into with them accordingly, on March 19, 1903.

During 1902-03 there was paid to the company the sum of \$3,552.

No further payments were made up to June 30, 1905.

## MANITOULIN AND NORTH SHORE RAILWAY COMPANY.

(See No. 481.)

This company was incorporated by the Dominion Act of 1900, chap. 64, 63-64 Vic., with powers to construct a line of railway from Little Current, Manitoulin Island, to a point 100 miles northerly, crossing the Canadian Pacific Railway at or near Onaping or Cartier stations; also from a point in or near the township of Drury or Hyman, on its said line, easterly to Sudbury, also from a point at or near Little



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Current, south-easterly to the south shore of Manitoulin Island, or Fitzwilliam Island, and from a point near Tobermory to Meaford, passing through Wiarton and Owen Sound; also with powers for dock construction, ferry operation, and electric power production.

By the Subsidy Act of 1900, chap. 8, item 6, aid was authorized towards the construction of .66 miles of the company's railway from Little Current to Sudbury; the company to construct a bridge between Little Current and the mainland, with free provision for vehicular and passenger traffic.

By an Act of 1901, section 5, work under the foregoing subsidy was allowed to be carried on in two sections, the first beginning at Victoria Mines and extending to Sudbury and thence to Lake Wahnapiatae, not exceeding 33 miles, the second beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, not exceeding 31 miles.

Under date of May 15, 1902, a contract was entered into with the company under the above subsidy for a railway from Victoria Mines to Sudbury and thence to Lake Wahnapiatae.

During the year 1902-03 there was paid to the company the sum of \$32,000.

No further payments were made up to June 30, 1905.

MASSAWIPPI VALLEY RAILWAY COMPANY.

(See Annual Report for 1900-01.)

MIDDLETON AND VICTORIA BEACH RAILWAY COMPANY.

(See Nos. 503, 536 and 566.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., chap. 82 (1897), as 'the Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion and Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1899, chap. 129. It was further revived by the Act of 1901, chap. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., chap. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an Order in Council of April 1, the railway to be completed by December 1, 1903.



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By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902, under authority of an Order in Council of April 1, the work to be completed by December 1, 1903.

By the Subsidy Act of 1903, chap. 57, item 2, a similar subsidy was authorized for 41 miles of railway from Victoria Beach to Middleton, in lieu of subsidies granted by chap. 8 of 1900, and chap. 7 of 1901.

Application having been made, the company was admitted to contract for this work on December 28, 1903, the time for completion being fixed as by August 1, 1905.

The sum of \$47,789 was paid during the past fiscal year, the total paid up to June 30, 1905.

## MIDLAND RAILWAY COMPANY, LIMITED.

(See Annual Report of 1903-04.)

## MONTFORT COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

## MONTFORT AND GATINEAU COLONIZATION RAILWAY COMPANY.

(Now part of Great Northern Railway Company of Canada.)

(See Annual Report for 1902-03.)

## MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY.

(See Annual Report for 1892-93.)

## MONTREAL AND LAKE MASKINONGÉ RAILWAY COMPANY.

(See Annual Report for 1890-91.)

## MONTREAL AND SOREL RAILWAY COMPANY.

(See Annual Report for 1892-93.)

## MONTREAL AND WESTERN RAILWAY COMPANY.

(See Annual Report for 1893-94.)

## MONTREAL AND OTTAWA RAILWAY COMPANY.

(Formerly the VAUDREUIL AND PRESCOTT RAILWAY COMPANY. Name changed by 53 Vic., ch. 58.)

(See Annual Report for 1898-99.)



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MONTREAL AND PROVINCE LINE RAILWAY COMPANY.

(See Annual Report for 1901-02.)

NAPANEE, TAMWORTH AND QUEBEC RAILWAY COMPANY.

(Name changed to the KINGSTON, NAPANEE AND WESTERN RAILWAY COMPANY by the Act  
53 Vic., ch. 62.)

(See Annual Report for 1895-96.)

NAKUSP AND SLOCAN RAILWAY COMPANY.

(See Annual Report for 1894-95.)

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY COMPANY.

(See Annual Report for 1888-89.)

NEW BRUNSWICK COAL AND RAILWAY COMPANY.

(See No. 522.)

This company was incorporated by the Act 1 Edward VII., chap. 77 (New Brunswick), with powers to construct a line of railway from Chipman to Gibson, with the right to build branches thereto and connecting with any railway or railways in New Brunswick.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 7, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from Chipman station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 31, not exceeding 45 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on June 30, 1902.

The total paid up to June 30, 1904, amounted to \$48,000.

No further payments were made up to June 30, 1905.

NEW GLASGOW IRON, COAL AND RAILWAY COMPANY.

(See Annual Report for 1895-96.)

NICOLA, KAMLOOPS AND SIMALKAMEEN COAL AND RAILWAY COMPANY.

(See No. 570.)

This company was incorporated by the British Columbia Act of 1891, chap. 47, with powers to construct a single or double track line of railway from the eastern ex-



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tremity of Nicola lake; thence to the town of Princeton, and thence by way of Simalkameen river in a southerly direction to Osoyoos lake; also from the terminus at Nicola in a northerly direction to the town of Kamloops. Other powers of a general commercial character were granted.

By the Subsidy Act of 1903, chap. 57, section 2, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on average cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola lake, not exceeding 45 miles, being a revote of subsidies granted by chap. 5 of 1892 and chap. 4 of 1894.

The company having applied for this subsidy, a contract was entered into with them for this work on April 27, 1905, under authority of an Order in Council of April 20, 1905.

No payments have been made up to June 30, 1905.

## NORTHERN AND PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report of 1890-91.)

## NORTHERN AND WESTERN RAILWAY COMPANY.

(See Annual Report of 1889-90.)

(Also under the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

## NOVA SCOTIA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1898-99.)

## NOVA SCOTIA EASTERN RAILWAY COMPANY, LIMITED.

(See Nos. 516, 519, 563, 607.)

This company was incorporated by the Act 1, Edward VII., chap. 130 (Nova Scotia), with powers to construct a line of railway from a point on the Intercolonial Railway at or near New Glasgow, in the county of Pictou, and passing through the counties of Pictou and Guysborough, to the deep waters of Country Harbour, in the county of Guysborough, and from the Cross Roads, Country Harbour, in the said county of Guysborough, to a point at or near the town of Guysborough, and thence to a point on the Strait of Canso, in the said county of Guysborough, and such other lines as may become feeders for the main trunk line above described.

By the Subsidy Act of 1901, 1 Edward VII., chap. 7, item 1, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400, was authorized for a line of railway from a point on the Intercolonial Railway, at or near New Glasgow



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to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, item 34, not exceeding 80 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on February 19, 1903.

By the Subsidy Act of 1903, chap. 57, items 19 and 63, the grant of subsidies was authorized, on terms similar to the above, for lines of railway from New Glasgow to Cross Roads, Country Harbour, via Guysborough, to the Straits of Canso, with a branch from Cross Roads down the Country Harbour river to navigable waters, 116 miles; and from Dartmouth through the Musquodoboit valley to a point at or near Melrose, to connect there with the railway mentioned in item 19.

The company having applied, were admitted to contract under both subsidies, the two agreements being dated April 19, 1904; the railways to be completed by December 31, 1906.

No payments have been made up to June 30, 1905.

#### NOVA SCOTIA SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1902-03.)

#### ONTARIO AND PACIFIC RAILWAY COMPANY.

*(Name changed to OTTAWA AND NEW YORK RAILWAY COMPANY, by 60-61 Vic., ch. 57, 1897.*

(See Annual Report for 1901-02.)

#### ONTARIO AND QUEBEC RAILWAY COMPANY.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

#### ONTARIO, BELMONT AND NORTHERN RAILWAY COMPANY.

(See Annual Report for 1896-97.)

#### ONTARIO AND RAINY RIVER RAILWAY COMPANY.

*(Amalgamated with and under the name of the CANADIAN NORTHERN RAILWAY COMPANY under the Act 62-63 Vic., ch. 80.*

(See Ontario and Rainy River Railway Company in Annual Report for 1902-03, and under Canadian Northern Railway Company in present report.)



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## ORFORD MOUNTAIN RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1894-95.)

(See No. 594.)

The history of this railway was given in the annual report for 1894-95, with a statement of the subsidies paid for the then completed line of railway.

By the Subsidy Act of 1903, chap. 57, section 2, item 594, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton and the township of Potton, 12 miles --not exceeding in the whole 27 miles.

The company having applied for these subsidies, contracts were entered into with them, accordingly, on March 9, and June 12 and 23, 1905, for the construction of the sections above named, under the authority of orders in Council dated March 25, 1905, for the two first named sections of 5 and 10 miles, and on February 10, 1905, for the last named section.

During the past fiscal year, payments have been made to the extent of \$38,250, making the total paid up to June 30, 1905, including previous subsidies, \$123,050.

## OTTAWA AND NEW YORK RAILWAY COMPANY.

(See Ontario and Pacific Railway Company.)

## OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY COMPANY.

(Now the CANADA ATLANTIC RAILWAY COMPANY, by amalgamation, under the Act 62-63 Vic., ch. 81, 1899

(See Annual Report for 1898-99.)

## OTTAWA AND GATINEAU VALLEY RAILWAY COMPANY.

(Name changed to the OTTAWA AND GATINEAU RAILWAY COMPANY, by the Act 57-58 Vic., ch. 87, which consolidated and amended Acts relating to the company.)

(Name further changed to the OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY, by the Act 1 Edw. VII., ch. 80, 1901.

(See Annual Report for 1903-04.)

## OTTAWA NORTHERN AND WESTERN RAILWAY COMPANY.

(See Ottawa and Gatineau Valley Railway Company, and Pontiac Pacific Junction Railway Company.)



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OSHAWA RAILWAY AND NAVIGATION COMPANY.

*(Name changed to the OSHAWA RAILWAY COMPANY, by 54-55 Vic., ch. 91.)*

(See Annual Report for 1895-96.)

PARRY SOUND COLONIZATION RAILWAY COMPANY.

(See Annual Report for 1895-96.)

PEMBROKE SOUTHERN RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PHILLIPSBURG JUNCTION AND QUARRY COMPANY.

(See Annual Report for 1894-95.)

*(Now the PHILLIPSBURG RAILWAY AND QUARRY COMPANY. Name changed by 58 Vic., ch. 65, 1895)*

(See Annual Report for 1899-1900.)

PORT ARTHUR, DULUTH AND WESTERN RAILWAY COMPANY.

*(Formerly the THUNDER BAY COLONIZATION RAILWAY COMPANY.)*

See Annual Report for 1892-93.)

PONTIAC AND RENFREW RAILWAY COMPANY.

(See Annual Report for 1899-1900.)

PONTIAC PACIFIC JUNCTION RAILWAY COMPANY.

(See Annual Report for 1900-01.)

QU'APPELLE, LONG LAKE AND SASKATCHEWAN RAILWAY COMPANY.

Leased to Canadian Pacific Railway Company.

(See Annual Report for 1890.)

QUEBEC BRIDGE COMPANY.

*(Now the QUEBEC BRIDGE AND RAILWAY COMPANY,—name changed by the Act 3 Ed. VII., ch. 177, 1903.)*

(See No. 467 and Acts, chaps. 54 and 177 of 1903.)

This company was incorporated by the Dominion Act, 50-51 Vic., chap. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec.



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and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., chap. 69 (1897), the powers of the company were revived, and the time for construction was extended to June 29, 1902.

By the Act 63-64, Vic., chap. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, chap. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council dated May 16, 1898.

The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

Subsidy payments to the extent of \$374,353.33 were made up to June 30, 1903. No further payments have been made.

By the Dominion Special Act, 3 Ed. VII., chap. 177, assented to on July 10, 1903, the name of the above company was changed to 'The Quebec Bridge and Railway Company,' with powers to construct lines of railway from the northern terminus of the company's bridge to the city of Quebec, also from the southern terminus of the said bridge to a point at or near the intersection of the Grand Trunk Railway with the Intercolonial Railway at Chaudière Curve, or to some point on those lines near named section to connect with the line of the Canadian Pacific Railway. Other powers of a general commercial character were granted. The powers of the company for the construction of all its authorized works was extended to July 10, 1910.

Negotiations were had having in view entry into agreement for the guarantee by the government of the bonds of the company, and for conveying to the government, at its option, the bridge, railways and property of the company.

Under the authority of an order in council, dated October 19, 1903, and under the same date, the company entered into an agreement with the government, accordingly, subject to ratification by Parliament; and by Public Act of the same year, 1903, chap. 54, such agreement, annexed as a schedule to the Act, was so ratified and



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confirmed, subject to the provision that the consent of parliament shall be given before the government exercise the right of taking over the company's property. It was further provided that the Governor in Council should have the right to appoint three directors of the company.

By this agreement the company releases the government from any claim for the unpaid balance of the subsidy of \$1,000,000 granted to them, and the government agrees to guarantee the principal and interest of the company's bonds to the extent of \$6,678,200, such bonds to be payable in 50 years from the date thereof, bearing interest at 3 per cent per annum, payable half-yearly, and to be a first charge, secured by a mortgage, upon all the company's franchises, tolls, and property of whatsoever kind, the mortgage to secure such securities to be made to a trustee or trustees approved by the Governor in Council and to be subject to like approval, the government to have the right to take possession of the undertaking and property at any time on one month's notice, paying the shareholders the amount of their stock at par value, not exceeding \$265,585.70, with simple interest at 5 per cent, and an addition of 10 per cent on the par value of fully paid up shares, and assuming the approved obligations of the company for construction, operation and maintenance, according to the terms of the aforesaid bonds and the mortgage securing the same. The date for the completion of the works was fixed as by December 1, 1906.

In pursuance of this authority there was executed, on February 1, 1904, between the Quebec Bridge and Railway Company, the Royal Trust Company (Montreal), and His Majesty, a mortgage trust deed, conveying to the said trust company as trustees all the property and franchises of the bridge company and providing for the issue of bonds to the extent of \$6,678,200.

In pursuance of the requirements of the said agreement, the plans, profiles and specifications of the company's proposed railway works have been approved, as follows:—

By order in council of January 27, 1904, for the line from the northern terminus of the bridge to Champlain market, in the city of Quebec, 6.44 miles, and by an order in council of February 2, 1904, from the south terminus of the bridge to a point of junction with the Intercolonial Railway, 12,600 feet.

Under the terms of the company's aforesaid agreements in respect of the bond guarantee, the amount of the issue of bonds is to be fixed by the Chief Engineer's certificate as to the value of the work done and materials delivered, from time to time, on the company's works.

Up to June 30, 1904, no issue of bonds had been authorized.

During the past fiscal year, certificates have been issued by the Chief Engineer, showing a value of work done and materials delivered to the extent of \$1,989,162.85, justifying an issue of bonds to the extent of \$2,340,186.

This represents the position up to June 30, 1905.



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## QUEBEC CENTRAL RAILWAY COMPANY.

(See Annual Report of 1895-96.)

## QUEBEC AND LAKE ST. JOHN RAILWAY COMPANY:

(See Annual Report of 1895-96.)

## QUEBEC, MONTMORENCY AND CHARLEVOIX RAILWAY COMPANY.

(See Annual Report for 1894-95.)

## QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY.

(See No. 517.)

This company was incorporated by the Act (1900), 63-64 Vic., chap. 75, with powers to construct a railway from Connor station on the St. Francis Branch of the Temiscouata Railway (New Brunswick) to a point on the Intercolonial Railway at or near St. Charles Junction, or a point on the Quebec Central Railway at or near St. Anselme, or a point on the Grand Trunk Railway at or near Chaudière Junction (Quebec) a distance of about one hundred and thirty miles.

By the Railway Subsidy Act of 1901, 1 Edward VII., chap. 7, item 2, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on an average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for a railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, towards the present terminus of the St. Francis Branch of the Temiscouata Railway, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis river, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, item 23; also for a line of railway in extension of the St. Francis Branch of the Temiscouata Railway to the mouth of the St. Francis river, New Brunswick, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, item 43, not exceeding 3 miles; in all not exceeding 63 miles.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on August 25, 1902.

No payments have been made up to June 30, 1905.

## RED DEER VALLEY RAILWAY AND COAL COMPANY.

(See Annual Report for 1902-03.)

## RESTIGOUCHE AND WESTERN RAILWAY COMPANY.

(Now International Railway Company of New Brunswick, which see.)

(See Annual Report for 1903-04.)



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SCHOMBERG AND AURORA RAILWAY COMPANY.

(See Annual Report of 1903-04.)

SHUSWAP AND OKANAGAN RAILWAY COMPANY.

(See Annual Report of 1894-95.)

SOUTH NORFOLK RAILWAY COMPANY.

(See Annual Report of 1888-89.)

SOUTH SHORE RAILWAY COMPANY (of New Brunswick).

(See Annual Report of 1896-97.)

SOUTH SHORE RAILWAY COMPANY, QUEBEC.

(See 441, 468, 469 and 513.)

This company was incorporated by the Quebec Act of 1894, chap. 72, and the undertaking was declared to be a work for the general advantage of Canada by the Dominion Act, 60 Vic., chap. 10 (1896), which authorized the construction of a line of railway from a point in the town of Lévis to a point on the Canada Atlantic Railway at or near Valleyfield.

By the Subsidy Act, 62-63 Vic., chap. 7 (1899), the grant of a subsidy to this company for 82 miles of a railway from Sorel Junction to Lotbinière was authorized, \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile but not exceeding in the whole \$6,400 a mile. The company were admitted to contract for this work on May 9, 1900.

By the same Act the grant of a subsidy was authorized towards the construction of a bridge over the River Richelieu at Sorel, not exceeding \$35,000. The company were admitted to contract for this work on December 23, 1899.

By the same Act the grant of a subsidy to this company was authorized towards the renewal of the railway bridge over the River Yamaska at Yamaska, the amount being \$50,000. They were admitted to contract for the work on May 9, 1900.

By the Subsidy Act, 63-64 Vic., chap. 8 (1900), the grant of subsidy to the extent of \$50,000 was authorized for a railway bridge over the River St. Francis, such bridge to be free to foot passengers and vehicles. A contract was entered into with the company for the work on June 29, 1901.

By the Subsidy Act of 1903, chap. 57, sec. 3, subsec. 2, the grant of a subsidy of \$50,000 was authorized towards the construction of a steel superstructure of a railway bridge on the St. Francis river, county of Yamaska, in lieu of the grant under item 38 of sec. 2 of chap. 8 of 1900, but subject to the same conditions as expressed therein, the subsidy to be payable to the Canadian Bridge Company.



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A contract was entered into for this work accordingly on December 21, 1903.

By the same section of the said Act, subsec. 3, the grant of a subsidy was authorized to the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis river, subsidized in favour of the above company by section 3, of chap. 7, of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the treasury out of subsidies earned or to be earned.

A contract was entered into for this work accordingly on December 21, 1903.

The total of the payments made to the company up to June 30, 1904, amounted to \$199,784.35. This includes the sum of \$16,164.63 for completing the Montreal and Sorel Railway. (See Annual Report of 1899-1900.)

In addition to the subsidy payments above referred to, payment was made to the Canadian Bridge Company, during the past fiscal year, of the sum of \$3,456.46, as interest on delayed payment of subsidy due, out of the balance remaining available of the subsidy, \$50,000, granted to that company, as contractors under the South Shore Railway Company, by the Act of 1903, chap. 57, sec. 3, subsec. 2; such payment having been made on the advice of the Department of Justice and under the authority of an order in council dated July 8, 1904.

## ST. CATHARINES AND NIAGARA CENTRAL RAILWAY COMPANY.

(See Annual Report for 1895-96.)

## ST. CLAIR FRONTIER TUNNEL COMPANY.

(See Annual Reports of 1890-91 and 1891-92.)

## ST. GABRIEL DE BRANDON AND STE. EMÉLIE DE L'ÉNERGIE RAILWAY COMPANY.

(See Annual Report for 1902-03.)

## ST. JOHN VALLEY AND RIVIÈRE DU LOUP RAILWAY COMPANY.

(See Annual Report for 1893-94.)

## ST. STEPHEN AND MILLTOWN RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1900-01.)

## STEWIACKE VALLEY AND LANSDOWNE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

## ST. LAWRENCE AND ADIRONDACK RAILWAY COMPANY.

(See Annual Reports for 1893-94 and 1900-01.)



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ST. LAWRENCE, LOWER LAURENTIAN AND SAGUENAY RAILWAY COMPANY.

(Name changed to LAURENTIAN RAILWAY COMPANY, by *Provincial Act 51-52 Vic., ch. 108.*)

(See Annual Report for 1891-92.)

ST. LOUIS AND RICHIBUCTO RAILWAY COMPANY.

(See Annual Report for 1884-85.)

ST. MARY'S RIVER RAILWAY COMPANY.

(See Nos. 495, 614.)

This company was incorporated by the Dominion Act, 63-64 Vic., chap. 79 (1900), with powers to construct a railway from some point between Lethbridge and Stirling, on the railway of the Alberta Railway Company to some point on the international boundary line, between ranges 24 and 30, west of the 4th meridian, N.W.T., and, with the approval of the Governor in Council, to build branch lines, limited to 15 miles each in length.

By the Dominion Act 4, Ed. VII., chap. 43 (1904), this company has been authorized to amalgamate with the Alberta Railway and Coal Company and the Canadian North-west Irrigation Company, under the name of the Alberta Railway and Irrigation Company.

By the Subsidy Act of 1903, chap. 57, item 70, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited in all to \$6,400 a mile, was authorized for a line of railway from Spring Coulee, crossing St. Mary's river at Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all, not exceeding 32 miles.

The company having applied, they were admitted to contract, on March 14, 1904, the lines to be completed by August 1, 1905.

During the past fiscal year, subsidy was paid to the extent of \$32,134, making the total payments up to June 30, 1905, \$148,094.

TÉMISCOUATA RAILWAY COMPANY—RIVIÈRE DU LOUP TO EDMUNDSTON.

(See Annual Report for 1892-93.)

THOUSAND ISLANDS RAILWAY COMPANY.

(See Annual Reports for 1895-96 and 1901-02.)



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## TILSONBURG, LAKE ERIE AND PACIFIC RAILWAY COMPANY.

(See Annual Report for 1895-96.)

(No. 387.)

A further subsidy to this company was authorized by the Act 60-61 Vic., chap. 4 (1897), namely, for 3.50 miles from the then terminus, through Tilsonburg to the Michigan Central Railway, \$3,200 a mile, with an addition of 50 per cent of the cost in excess of \$15,000 a mile, the whole not to exceed \$6,400 a mile.

Under date December 4, 1897, the company were admitted to contract. During the fiscal year 1898-99 the sum of \$10,912 was paid, and in the fiscal year 1900-01 the sum of \$7,159.48 was paid from this subsidy, making, with their previous subsidy of \$51,200, paid in 1895-96, a total of \$69,271.48.

By the subsidy Act, 62-63 Vic., chap. 7, item 26 (1899), a subsidy of \$3,200 per mile, with a further sunbsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for an extension from Tilsonburg to Ingersoll or Woodstock, not exceeding 28 miles.

Under authority of an order in council of September 11, 1901, a contract was made with the company accordingly on October 15, 1901; the road to be completed by October 1, 1902.

Up to June 30, 1904, payment had been made to the extent of \$117,431.48.

No further payments were made up to June 30, 1905.

## TOBIQUE VALLEY RAILWAY COMPANY.

(See Annual Report for 1893-94.)

## TORONTO, GREY AND BRUCE RAILWAY COMPANY.

(See Annual Report for 1887-88.)

## TRANS-CANADA RAILWAY COMPANY.

(See No. 540.)

This company was incorporated under the name of 'The Trans-Canadian Railway Company,' by the Act 58-59 Vic., chap. 28 (1895), with powers to construct a railway from a point at or near the city of Quebec; thence westerly and as nearly as practicable in a straight line to a point north of Lake Winnipeg; thence westerly by way of the Yellow Head or other convenient and practicable pass in the Rocky mountains; and thence by the Skeena river to Port Simpson or Port Essington, with the option of adopting any other more feasible route west of the Rocky mountains to reach a point on the Pacific coast between fifty-two and fifty-five degrees north latitude.



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Powers were also given for operation of vessels in connection with their railway; for wharf, dock, elevator and warehouse construction, and for production and use of electric power. also for telegraph and telephone lines to any point on James' bay, Hudson bay and Hudson straits.

Additional powers were given by the Act of 1894, chap. 65, for the construction of a branch from the main line at the St. Maurice river, Quebec, thence southerly to the village of Montcalm in the parish of St. Liguori, and thence in a direct line to the city of Montreal; the construction of such a branch not to be commenced until after two hundred miles of the main line beginning at the city of Quebec has been constructed and put into operation. This Act also changed the name of the company.

By the Act 2, Edw. VII., chap. 108 (1902), the time for the construction of the railway authorized by the above Acts, was extended to May 15, 1912: their powers of construction were also extended as follows:—To enable the company to 'continue the construction of its main line, which was commenced at Roberval on the Quebec and Lake St. John Railway, from that point in a westerly or north-westerly direction,' and to build 'a branch line from the nearest point on its main line to deep water near the mouth of the Nottaway river,' (which empties into James' bay), and also 'a branch line from Chicoutimi to the mouth of the Saguenay river at or near St. Catharine's bay'; also, with the sanction of the Governor in Council, to enter into an agreement with the Great Northern Railway of Canada, the Quebec and Lake St. John Railway Company, or the Canadian Northern Railway Company, for conveying or leasing its railway, or for an amalgamation with such company.

By the Railway Subsidy Act of 1901, 1 Edw. VII., chap. 71, item 25, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on average expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized 'for a line of railway from Roberval, Quebec, westward towards James' bay, not exceeding 60 miles.'

The company having applied for this subsidy, a contract was entered into with them accordingly on January 19, 1903.

No payments have been made up to June 30, 1905.

UNITED COUNTIES RAILWAY COMPANY.

(See Annual Report for 1900-01.)

VAUDREUIL AND PRESCOTT RAILWAY COMPANY.

(See Montreal and Ottawa Railway Company.)

WATERLOO JUNCTION RAILWAY COMPANY.

(See Annual Report for 1891-92.)



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## WESTERN COUNTIES RAILWAY COMPANY.

(Name changed to THE YARMOUTH AND ANNAPOLIS RAILWAY COMPANY, by 56 Vic., ch. 63.)

(Name further changed to THE DOMINION ATLANTIC RAILWAY COMPANY, by 57-58 Vic., ch. 69.)

(See Annual Report for 1894-95.)

## WEST ONTARIO PACIFIC RAILWAY COMPANY.

(Leased to Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

## WOODSTOCK AND CENTREVILLE RAILWAY COMPANY.

(See Annual Report for 1895-96.)

## YARMOUTH AND ANNAPOLIS RAILWAY COMPANY.

(See *Western Counties Railway Company*.)

## YORK AND CARLETON RAILWAY COMPANY.

(See Annual Report for 1901-02.)

## LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior, to whose report reference must be had for information as to their position.

In the annual report of this department for 1895-96 information was given as to a number of these land subsidized companies.

## CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion, up to June 30, 1905, was \$89,294,758.39. A further sum of \$22,342,500.96 has been expended from the consolidated fund, including the repairs, renewals, maintenance and operation of these works, making a total of \$111,637,259.35. The total revenue derived, including tolls, and rentals of lands and water-powers, amounted to \$13,405,515.56. (See the accountant's statements, Part I.)

The expenditure on canals for the fiscal year ended on June 30, 1905, was as follows:—



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On construction and enlargement, a total of \$2,071,593.72 charged to capital and a further sum, charged to the consolidated fund, of \$1,252,111.03 for repairs, renewals, operation, and revenue collection, making a total for the year of \$3,323,704.75.

The total net revenue collected for the fiscal year was \$78,009.21. No tolls were charged on any of the canals.\*

On July 1, 1904, the balance of rents unpaid was \$97,955.81. The rents accrued during the year amounted to \$114,396.26. The rents received amounted to \$76,546.46, leaving a balance of rents uncollected on June 30, 1905, amounting to \$133,686.47.

The total expenditure on canal staff and maintenance, repairs and renewals amounting, for the year, to \$1,252,111.03, an increase of \$152,339.35, and the total net receipts amounting, as above, to \$78,009.21, the amount of such expenditure in excess of receipts was \$1,174,101.82.

The above figures relate to the fiscal year 1904-05, but very voluminous statistics relating to the canal traffic, and various commercial statistics, for the season of navigation of the year 1904 will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of the statistics are, however, summarized as follows:—

The total traffic through the several canals of the Dominion for the season of 1904 amounted to 8,256,236 tons, a decrease of 947,581 tons compared with the previous year. This includes 5,030,705 tons passing through the Sault Ste. Marie canal, against 5,511,868 tons in 1903. The amount of tolls that would have accrued had they been in force would be \$288,966.55.

The following features of the principal canal traffic during the season of 1904 will be of interest:—

On the Welland canal 811,371 tons of freight were moved, a decrease of 191,548 tons, of which 374,750 tons were agricultural products, a decrease of 169,243 tons, and 181,705 tons produce of the forest; of coal 103,329 tons were carried; 626,163 passed eastward, and 185,208 tons westward. 802,480 tons were through freight, of which 620,078 tons passed eastward.

Of the through freight, Canadian vessels carried 308,722 tons, a decrease of 91,769 tons, and United States vessels 311,356 tons, a decrease of 167,970 tons.

The total freight passed eastward and westward through this canal to United States ports was 252,481, a decrease of 117,744 tons compared with the year 1903.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 195,246 tons, a decrease of 153,690 tons compared with the previous year; of this, none was transhipped at Ogdensburg, as against 40,641 tons tran-

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\* All tolls were, by orders in council of April 27, and May 19, 1903, abolished for the seasons of 1903 and 1904, as an experiment—and by an order of June 22, 1905, the system of charging tolls was definitely abandoned thenceforward on all the canals of the Dominion.



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shipped in 1903. The further quantity of 21,830 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 220,076 tons.

On the St. Lawrence canals 1,427,316 tons of freight were moved, a decrease of 253,890; of which 645,999 were east bound through-freight, and 195,599 tons west bound through-freight, 507,895 tons were agricultural products, 605,198 tons merchandise, 467,430 tons coal, and 210,989 tons forest products.

Seventy-two cargoes, aggregating 116,095 tons, were taken to Montreal in 1904, seventy-four cargoes of grain, aggregating 99,582 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals in 1903, as against thirty-seven aggregating 35,253 tons, in 1902, twenty-two cargoes, aggregating 17,303 tons, in 1901, and fifteen cargoes, aggregating 7,924 tons in 1900.

On the Ottawa river canals the total quantity of freight moved was 335,993 tons, a decrease of 74,627, of which 312,216 tons were produce of the forest.

On the Chambly canal 448,187 tons were moved, an increase of 74,627, of which 313,986 tons were produce of the forest, and 81,292 tons of coal.

On the Rideau canal 55,120 tons were carried, a decrease of 5,960; 22,564 tons being the product of the forest, and 10,383 tons of coal.

On the St. Peters canal 73,416 tons were carried, a decrease of 17,446, of which 49,324 tons were merchandise, 40,244 tons coal.

On the Murray canal 28,439 tons passed, a decrease of 1,950, and 5,128 tons of this were the product of the forest.

On the Trent Valley canal, 45,659 tons were moved, of which 44,414 tons were the product of the forest.

On the Sault Ste. Marie canal, the total movement of freight was 5,030,705 tons, being a decrease of 451,163 tons carried in 3,962 vessels, the number of lockages being 3,022. Of wheat 29,793,453 bushels, and of other grain 3,345,468 bushels were carried; 1,924,260 barrels of flour, 2,432,778 tons of iron ore, 987,319 tons of coal, and 18,787,980 feet, board measure, of lumber; all these items show a decrease. The total traffic at this point, accommodated by the canals, the American and Canadian, amounted to 31,538,621 tons, a decrease of 3,135,816 tons, carried in 16,115 vessels, a decrease of 2,480. The total quantity of wheat carried was 50,041,845 bushels, a decrease of 11,342,707, and of other grain 31,223,047 bushels, a decrease of 872,599. Of lumber the total was 913,111,980 feet, board measure, a decrease of 164,080,020.\*

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\*From a highly interesting and valuable 'Statistical Report of Lake Commerce' passing through the Canals at Sault Ste. Marie, both American and Canadian, prepared under the direction of Lieut.-Col. Charles E. L. B. Davis, of the Corps of Engineers, U.S. Army, from the official records of the canals, the following interesting items have been compiled. As indicating the wonderful growth of the vast areas of population and enterprise during the past few years, the enormous financial, commercial and industrial interests involved, the capacity of the great west for the supply of the agricultural and mining needs of the eastern world, these statistics are of the highest importance and deserve most careful consideration, especially so when it is held in mind that they represent merely the water-borne traffic, and that the transport by rail, in all its many ramifications, remains still to be regarded in any estimation of the magnificent progress of this section of the continent since the date of the opening



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In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the Welland and St. Lawrence canals to the extent of 198,246 tons, a decrease of 153,690 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 154,625 tons, a decrease of 99,334 tons. Over the route from Depot Harbour on Georgian bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges canal, thence by barge to Montreal, in the season of 1903 the total freight carried was 315,779 tons, 109,937 tons were corn and 175,954 wheat; in 1904, the total freight carried was 209,260 tons; 61,675 tons were corn and 137,338 tons were wheat.

of the first ship canal (an American work) in 1855. To what a gigantic extent this lake traffic has developed can be gathered by the simple statement that in 1861 the freight carried amounted to 87,847 net tons (2,000 lbs.) valued, in round numbers, at \$6,000,000; in 1891 the freight increased to 8,888,759 tons, valued at \$128,178,208, and in 1902, to the highest point yet reached, namely, 35,965,146 tons, valued at \$358,306,300. From 1855 to 1904, exclusive, the total quantity of goods passed through these canals amounted to 354,247,159 tons, during the decade from 1894 to 1904, the average percentage of yearly increase of traffic is 12 per cent, the quantity of freight carried aggregating 253,002,697 tons. When it is further understood that the vessels traversing these inland seas are, many of them, of dimensions and cargo capacity such as we are accustomed to associate with ocean traffic and all that is implied in the building of such vessels, their equipment and operation is considered, the importance of the commerce of Lake Superior begins to be realized.

The following facts are notable:—

No tolls are charged for passage through either the American or the Canadian canals.

The season of navigation lasted for 7 months and 27 days, the United States canal being open from May 5 to December 13, or 223 days, and the Canadian canal from April 30 to December 26, 241 days.

The depth of water permitted a safe draft of from 17½ feet to 19½ feet.

The total freight passed through the two canals during the season aggregated 31,546,106 net tons (2,000 lbs.) a decrease compared with the preceding year of 3,128,331 tons, or 9 per cent. This decrease is ascribed, mainly, to a strike of the 'Masters and Pilots Association,' which lasted from the opening of navigation to June 13. 37,695 passengers were carried, being a decrease of 17,480, or 32 per cent. The traffic on the United States canal was 84 per cent of the total freight, or 26,517,916 tons, a decrease of 9 per cent, or 2,654,336 tons; and 57 per cent of the passengers, or 21,606, a decrease of 7 per cent, or 1,550. On the Canadian canal, the freight carried was 16 per cent of the total, or 5,028,190 tons; a decrease of 9 per cent, or 473,995 tons, and 43 per cent of the total passengers, or 16,089, a decrease of 50 per cent, or 15,930.

The total value of the freight was \$334,502,686, an average value of \$10.60 per ton. The amount paid for freight transportation was \$21,552,894.30. The average distance freight was carried was 843.5 miles, and the total of mile—tons was 26,608,815,636.

The total number of registered vessels using the canals was 886, and there were, in addition, 513 passages by unregistered craft conveying freight. The total value of the registered vessels is placed at \$69,166,400. United States vessels carried 94 per cent of the total freight, and Canadian vessels 6 per cent.

The number of registered vessels was 886; of which 787 were American, valued at \$63,789,300, aggregating 1,172,500 tons, registered, and 99 Canadian, valued at \$5,377,000, with 68,118 tons registered tonnage. Of these, 568 were American steamers, valued at \$56,622,700 and with 921,585 tons registered tonnage, and 89 Canadian steamers, valued at \$4,976,700, with 57,666 tons registered tonnage, and 224 sailing vessels, their value being \$7,660,600, and tonnage 250,915 tons; Canadian sailing vessels numbered 10, aggregating 10,452 tons registered, and their value being \$400,400. Unregistered craft made 513 passages, carrying 56,609 tons of freight. 299 passages were made by American vessels carrying 7,949 tons of freight, or an average of about 26½ tons per passage, and 214 passages by Canadian vessels, carrying 48,660 tons, or an average of about 227½ tons per passage.

Out of the 16,120 passages of the season, 2,626 were made by 100 vessels under 100 tons register; their average register tonnage being 31 tons.

The number of vessels in commission was, again, smaller than in the previous year; being 886, as against 895 in 1903, and 935 in 1902.

The tendency to increase the size and carrying capacity of vessels, and to abandon the use of the smaller vessel continues. In 1894 there were no boats carrying more than 4,000 tons, and only 18 carrying between 3,000 and 4,000 tons; at the same time there were 192 vessels carrying from 2,000 to 3,000 tons. Now, in 1904, ten years later, there were 93 of from 2,000 to 3,000 tons capacity; 154 between 3,000 and 4,000 tons; 37 between 4,000 and 5,000 tons; 30 between 5,000 and 6,000 tons; 64 of from 6,000 to 7,000 tons; 59 of from 7,000 to 8,000 tons; 36 of from 8,000 to 9,000 tons; 3 of from 9,000 to 10,000 tons, and 1 of over 11,000 tons; the last



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The quantity of grain carried to tide water on the New York state canals was 226,867 tons, a decrease of 100,973 tons, while the quantity carried by the railways of the state to tide water amounted to 3,048,573 tons, a decrease of 745,400.

Of the total east and west bound freight carried by the state of New York railways (the Erie, the Champlain, the Black river, the Cayuga and Seneca, and the Oswego), and the competing railways (the New York Central and the Erie Railway) respectively (amounting in 1904 to 68,510,495 tons—less by 3,773,013 tons than in 1903), the proportion carried by the canals has fallen steadily from 68.9 per cent in 1859 and 47.9 per cent in 1869, to 6.8 per cent in 1898, 7.2 in 1899, 5.2 in 1900, 5.1 in 1901, 5.5 in 1902, 5.6 in 1903, and 4.6 in 1904. These canals carried in 1904, 3,138,547 tons, a decrease of 476,838 tons.

four were put in commission in 1904. As to the dimensions of these vessels, the fleet of 1904 comprised 182 vessels between 300 and 400 feet in length, and of from 38 to 50 feet beam, 118 vessels from 400 to 500 feet long, and with 45 to 50 feet beam and one vessel 560 feet long, with 56 feet beam. In 1903 the largest single cargo was 11,536 tons, carried by the steamer 'Augustus B. Wolvin,' whose season's work aggregated 177,729 tons carried, and a total of 156,410,487 mile-tons.

There were 16,120 passages of vessels through the canals, 2,476 less than in the preceding year, 12,153 being through the American and 3,967 through the Canadian; they were covered by 10,315 lockages, 1,327 less than in 1903, of which 7,293 were through the American and 3,022 through the Canadian lock.

The principal items of freight, compared with the previous year, were as follows:—coal, 991,228 tons, a decrease of 157,777 tons of hard and 324,987 tons soft coal; flour, 5,463,641 barrels, a decrease of 2,382,842 barrels; wheat, 49,928,869 bushels, a decrease of 11,455,683 bushels; grain other than wheat 33,030,992 bushels, an increase of 935,346 bushels (this quantity comprised 11,006,881 bushels of oats, 7,754,739 bushels of barley and 13,353,617 bushels of flax; there was no corn carried); manufactured and pig iron 33,030,992 tons, an increase of 36,718 tons; salt, 365,459 barrels, a decrease of 89,423 barrels; copper, 109,605 tons, a decrease of 3,272 tons; iron ore, 19,635,797 tons, a decrease of 2,019,101 tons; lumber, 923,280 M. ft. B.M., a decrease of 79,912; silver ore, 1,359 tons, against none carried in the three previous years, except one ton in 1902; building stone, 27,093 tons, an increase of 5,793 tons; general merchandise, 732,009 tons, an increase of 72,170 tons.

30.33 per cent of the total freight was cereals, 21.30 per cent was iron (ore, pig and manufactured) copper constituted 7.86 per cent and lumber 4.90 per cent.

The east-bound traffic from Lake Superior aggregated 24,213,902 tons, the bulk being raw material in cereals and minerals and lumber, of which quantity 2,509,407 tons went to Lake Michigan ports, 2,502,312 tons in American vessels from American to American ports, and 7,095 tons from Canadian to American ports in American vessels; Canadian vessels carried no freight to Lake Michigan. Lake Huron ports received 1,044,507 tons; American vessels carrying 125,788 tons from American to American ports, 34,647 tons from American to Canadian ports, and 12,500 tons from Canadian to American ports; Canadian vessels carried 844,644 tons from Canadian to Canadian ports, 5,460 tons from Canadian to American, and 21,468 tons from American to Canadian. To Lake Erie ports 20,378,262 tons were carried, of which American vessels carried 20,122,105 tons from American to American ports, 11,542 tons from American to Canadian and 99,997 tons from Canadian to American ports. Canadian vessels carrying 1,039 tons from Canadian to Canadian ports, and 143,579 tons from Canadian to American; they carried no freight from American ports on Lake Erie. To Lake Ontario 281,726 tons were taken, of which American vessels carried 41,242 tons from American to American ports, 32,354 tons from American to Canadian. Canadian vessels carrying 190,396 tons from Canadian to Canadian ports and 17,734 tons from American to Canadian.

The west-bound traffic to Lake Superior aggregated 7,332,204 tons, of which Canadian vessels carried 204,490 tons from Lake Huron Canadian ports to Canadian ports, and 12,451 tons to American ports, 421,668 tons from American ports in Lake Erie to Canadian ports, 60,420 tons from Canadian ports in Lake Ontario to Canadian ports, and 1,120 tons from Canadian to American ports. The largest west-bound traffic was from Lake Erie, 6,064,670 tons, carried from American to American ports in American vessels.

The freight charges per unit on the principal items were as follows:—on coal, \$0.40 per ton; \$0.13 per barrel; wheat and other grain, \$0.018 per bushel; manufactured iron, \$2.00 per ton; pig iron, \$1.50 per ton; salt, \$0.15 per barrel; copper, \$1.43 per ton; iron ore, \$0.63 per ton; lumber, \$2.55 per M. ft. B.M.; silver ore, \$2.00 per ton; building stone, \$1.50 per ton; unclassified freight, \$2.00 per ton.

The freight charge per ton per mile averaged 81 hundredths of a cent, the average charge per ton being 68 cents.

It has to be noted that there is a small discrepancy between the above statements and those of the Canadian officials, whose returns show a total of 5,030,705 tons of freight passed through the Canadian canal (instead of 5,028,190 tons) making the total freight passed through both canals 31,548,621 tons (instead of 31,546,106 tons).



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The enlarged Erie canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 x 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal system and the intermediate waterways a minimum depth of fourteen feet of water from Lake Superior to the head of ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, intended, for the purposes of ordinary traffic, to accommodate vessels 255 feet long and 44 feet beam.\* As an index to the carrying power of the canal works, a vessel of 247 feet length and width 42·6 feet, drawing 14 feet of water and carrying 2,212 tons of corn may be regarded as typical of their general accommodation, though not of their full capacity.

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to Duluth, at the south-west of Lake Superior, the total distance is 1,357 miles, and to Chicago, 1,286 miles. A summary of this route will be found in the Chief Engineer's report, Part II., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles distant), the Canadian Pacific Railway gives communication westwards and eastwards, and the Canadian Northern Railway westwards and with the south.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, if in the hands of competent pilots, both day and night. In the cases of the Sault Ste. Marie, the Cornwall, and the Soulanges, they are well lighted throughout by electricity, and the Lachine is partially so lighted. The Sault Ste. Marie, the Cornwall and the Soulanges canals are electrically operated. Installments for electrical lighting and operation of the Welland canal are in progress; also, for like purposes on the Lachine. The Farran's Point canal is lighted with acetylene gas.

The extensive improvement works being carried on at Port Colborne, the Lake Erie entrance of the Welland canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers, 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required.

The contract for the foundations of an elevator of 2,000,000 bushels capacity has been let. The plans for construction and equipment are in charge of a special expert in this difficult class of work. The work of excavation and filling is well advanced and a number of concrete foundation piers for the elevator have been built; work of rebuilding the west piers is in progress. In addition to the works undertaken

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\* In exceptional cases, and in cases of emergency, this length can, with certain manœuvring, be somewhat increased; being governed, of course, by the form of the vessel. As a matter of fact, there are vessels now using the canals whose length, over all, is 265 feet, and width of beam 37 feet.



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by this department, a breakwater, about a mile in length, has been, and another is being constructed across the entrance to the harbour by the Department of Public Works, which will also dredge out the area so contained; thus greatly increasing the accommodation, and insuring safety at this important point. The removal of the centre pier bridges on the canal, which obstructed navigation, is in progress, and new bridges spanning the entire channel are being erected, four such bridges were built during the year. The deepening of portions of the canal prism is almost completed, and the installation of an electrical system of lighting and lock operation is progressing.

The work of deepening the approaches of the Sault Ste. Marie canal to 21 feet 5 inches below extreme low water mark is progressing: when finished, a channel way 500 feet wide at the upper entrance and 315 feet wide at the lower entrance will be available. The approaches at the lower entrance are completed to that depth. The south lower entrance pier is being extended for a distance of 800 feet, and the work was nearing completion at the close of the fiscal year. A contract has been made for the work for a similar extension of 800 feet to the south upper entrance pier, on which good progress has been made. With the completion of these two works, and possibly some levelling, sodding and tree and shrub planting of the canal grounds, in order to obtain an appearance of neatness such as that which characterizes the American canal opposite, the construction work of this canal will be finished.

On the Trent canal, the section,  $9\frac{1}{2}$  miles, comprising the new hydraulic lift lock at Ashburnham (Peterborough), was formally opened for traffic in June, 1904. A second hydraulic lift lock to overcome a rise and fall of fifty-four feet is under construction for the Balsam-Simcoe lake division of the canal, sections 2 and 3 of which are nearly completed.

When the present contracts are completed, a six foot navigation will be afforded from Lake Simcoe to Heely's falls, a distance of about 160 miles, leaving the portion between Heely's falls and Lake Ontario and the portion from the head of Lake Simcoe to Georgian bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinté, Lake Ontario and Georgian Bay is about 192 miles.

The transfer from the Provincial to the Dominion government of the several works comprised in the back lakes forming the head waters of the canal system is contemplated, as constituting an important feature in the maintenance of the water supply to the canal.

During the year comprehensive surveys were continued with a view to determining the most desirable route for those portions of the projected work that still remain to be constructed in order to give communication between Lake Ontario and Georgian bay. The report of the engineer in charge will be found in the appendices. They cover the northerly district between Lake Couchiching and Georgian bay, also the district to the south, between Rice lake and Lake Ontario, having in view as the possible terminal point on the latter lake either Trenton, Cobourg or Port Hope, all three places having urged claims for that distinction. With the resulting information, when properly digested from the survey books, it will, it is hoped, be possible to arrive at a judicious conclusion as to the route it would be advisable, finally, to adopt.



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Surveys were also made of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton; with a view to the improvement of their navigation.

On the Williamsburg and Cornwall canals some minor work was carried on in connection with certain structures, and the widening of the canal prism.

The completion of the difficult work of forming a channel 3,000 feet long, 300 feet wide, and with 17 feet of water through the Galops rapids, which has, for some years past, been carried on, is approaching, at the close of the year, only a very small area remaining to be dredged. The width at one point has been restricted to 248 feet. In this connection there is being constructed a massive dam between Adam's island (Canadian) and Galops island, which is in the territory of the United States, in order to the removal of a cross current which affected the said new channel. By the close of the year the permanent superstructure of the dam had been completed, and the anticipated good effects upon the current in the channel have resulted from the work. In dealing with this matter, the department has received much courteous assistance from the United States authorities, who have facilitated the work in every way in their power.

On the Lachine canal one of the principal features was the installation of a new electrical system of operation at one of the lock gates as a test of its efficiency. The other canals in the province of Quebec do not require any special reference here. They have been maintained with due regard to their needs in the way of repair.

The same observation applies to the Rideau canal, no special feature of moment calling for mention in this place, beyond the fact that a new concrete dam was constructed at Poonamilie to replace the old one broken in the spring freshets of 1904.

In the report of the Chief Engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

#### GENERAL OBSERVATIONS.

I desire, very emphatically, to urge that some provision be made for recognition of long and faithful service in the cases of men whose further employment on the government railways is, by reason of their age, or otherwise, considered undesirable. I would, in this connection, draw attention to the general practice of the leading railway companies, both in Canada and the United States, in dealing with such matters, and I am strongly of opinion that similar treatment of the employees on the government roads would not only be fair to the men, but also in the best interests of the railway, as affording practical proof that duty faithfully performed will bring generous appreciation on the part of those benefiting by it.

With reference to the statutory returns called for annually from railway companies, it is considered highly desirable that the information to be obtained should



## SESSIONAL PAPER No. 20

be of a more comprehensive character than at present, and supply details similar to those furnished by United States railway companies to the Interstate Commission. Steps are contemplated to this end.

In conclusion, I desire to observe that consideration of the work of the department and of its staff, impresses me strongly with the necessity for reorganization, and a numerical increase of its officers. Notwithstanding the great and ever-extending addition to its work, as the natural and very satisfactory issue of the rapid growth of the country during the last quarter of a century, the fixed staff remains practically unchanged. Compared with any large railway company, business or legal house, the department is much undermanned, and its staff is out of all proportion to the work that has to be done. The consequence is that many matters are barred from the prompt treatment they should receive, despite the best efforts of the officials concerned. This condition of affairs to which, I note, my predecessor, in several previous reports, has drawn attention, should, in the public interests, be remedied without delay.

I have the honour to be, sir, your obedient servant,

M. J. BUTLER,  
*Deputy Minister of Railways and Canals.*







PART I

STATEMENTS OF THE ACCOUNTANT







No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals,  
Dominion of Canada, during the Fiscal Year ended June 30, 1905.

Name of Works.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois .....		14,949 83	9,086 68	10,499 99
Carillon. ....		8,715 46	15,858 19	19,977 19
Grenville.....		33,066 50	26,970 79	19,896 57
Chambly.....	104,093 45	8,324 83	71,073 68	28,100 67
Culbute.....		2,255 00		
Lachine.....	112,460 47	144,996 37	86,209 93	65,202 42
Murray.....	100 00	740 45	5,346 62	4,452 68
Rideau.....	1,565 84	14,513 35	40,838 81	49,790 55
Sault Ste. Marie.....	110,181 69		15,681 55	14,776 33
Soulanges.....	34,202 71	30,406 25	25,432 49	21,174 84
Ste. Anne's.....			2,151 01	6,091 44
St. Lawrence... { North Channel.....	93,025 89			
{ Galops Channel.....	49,734 70			
{ River Reaches.....	25,743 51			
St. Ours.....		14,900 90	2,479 66	1,716 35
St. Peter's.....		3,000 10	2,969 90	1,095 90
Trent.....	333,261 75	36,853 28	12,071 88	26,056 78
Welland.....	890,457 82	34,559 42	91,928 96	111,418 62
Williamsburg .. { Galops.....	292,337 29			
{ Rapide Plat.....	8,109 98			
{ Farran's Point.....	8,103 99	5,573 69	23,399 45	21,492 41
{ General.....	8,209 63			
Total.....	2,071,593 72	352,855 43	431,499 60	491,742 79
GENERAL ON CANALS.				
Arbitrations and awards .....		90 95		
Dredge vessels—Lachine.....				3,999 15
" Rideau.....				8,016 82
Miscellaneous.....			1,159 69	174 35
Salaries and contingencies, canal officers. ....			33,170 97	
Sunday labour.....			17,994 11	
Surveys and inspections.....		1,407 19		
Total.....		1,498 14	52,324 77	12,190 30
RAILWAYS.				
Canada Eastern.....	800,000 60			
Intercolonial .....	3,937,621 93		8,508,826 75	
National Transcontinental .....	778,491 28			
Prince Edward Island .....	591,412 65		370,464 44	
Windsor Branch.....			26,863 16	
Total.....	6,107,525 86		8,906,154 35	



5-6 EDWARD VII., A. 1906

STATEMENT showing the amount expended by the Department of Railways and Canals,  
 &c.—*Concluded.*

Name of work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
GENERAL ON RAILWAYS.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Railway statistics . . . . .		1,220 83		
Railway subsidies . . . . .		1,275,629 53		
Governor General's car . . . . .	17,955 93	1,581 31		
Railway Commission . . . . .		77,557 95		
Subscription to Railway Congress, Brussels . . . . .		97 33		
Surveys and inspections . . . . .		17,049 58		
Total . . . . .	17,955 93	1,373,136 53		
MISCELLANEOUS.				
Cost of litigation . . . . .		5,799 62		
Gratuity to widow late Thomas Ridout . . . . .		466 66		
Salaries of engineers, draughtsmen, &c . . . . .		28,139 44		
extra clerks, &c. . . . .		3,484 94		
Unforeseen expenses . . . . .		769 86		
Total . . . . .		38,660 52		
RECAPITULATION.				
Total on canals . . . . .	2,071,593 72	352,855 43	431,499 60	401,742 79
"    general . . . . .		1,498 14	52,324 77	12,190 30
Total on canals . . . . .	2,071,593 72	354,353 57	483,824 37	413,933 09
Grand total canals, \$3,323,704.75 . . . . .				
Total on railways . . . . .	6,107,525 86		8,906,154 35	
"    general . . . . .	17,955 93	1,373,136 53		
Total on Railways . . . . .	6,125,481 79	1,373,136 53	8,906,154 35	
Grand total railways, \$16,404,772.67 . . . . .				
Grand total railways and canals, including miscellaneous, \$38,660.52 . . . . .	8,197,075 51	1,766,150 62	9,389,978 72	413,933 09

Total amount expended, \$19,767,137.94.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, October 31, 1905.



## No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to June 30, 1905.

## ST. PETER'S CANAL.

		Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....		156,523 32	.....	.....	.....
" since	1868		21,519 72	.....	.....	.....
"	1869		70,719 80	.....	.....	.....
"	1870		.....	46,193 57	.....	.....
"	1871		.....	.....	225 36	555 78
"	1872		.....	.....	280 00	6,122 07
"	1873		.....	.....	343 32	6,539 58
"	1874		.....	.....	725 93	1,558 57
"	1875		20 97	.....	560 00	889 35
"	1876		11,125 00	.....	641 55	.....
"	1877		63,330 18	.....	600 00	17 45
"	1878		26,511 51	.....	600 00	.....
"	1879		107,337 75	.....	631 50	.....
"	1880		80,120 54	.....	400 00	.....
"	1881		69,434 76	.....	959 58	.....
"	1882		484 00	.....	1,920 54	200 63
"	1883		.....	.....	2,089 19	232 42
"	1884		2,471 40	.....	2,601 47	367 85
"	1885		16,820 15	.....	1,929 11	183 11
"	1886		2,316 85	.....	2,360 67	297 81
"	1887		1,087 75	750 00	2,777 13	343 23
"	1888		.....	.....	3,217 77	1,588 40
"	1889		.....	500 00	3,085 29	353 38
"	1890		.....	.....	3,110 15	255 34
"	1891		972 65	510 53	3,255 30	312 02
"	1892		14,387 00	30,936 82	3,007 70	1,461 24
"	1893		811 59	9,987 78	2,938 15	1,856 30
"	1894		437 05	3,852 21	2,935 94	1,986 70
"	1895		868 44	26,222 46	2,499 81	353 55
"	1896		1,455 21	16,743 64	2,182 04	260 90
"	1897		.....	.....	2,728 38	1 20
"	1898		.....	111 70	2,785 25	453 85
"	1899		.....	.....	2,819 86	456 61
"	1900		.....	.....	2,833 24	1,483 30
"	1901		.....	2,311 26	2,730 44	841 63
"	1902		.....	10,014 43	2,939 81	274 44
"	1903		.....	.....	2,836 49	764 11
"	1904		.....	.....	3,126 94	122 45
"	1905		.....	3,000 10	2,969 90	1,095 90
			648,755 64			
LESS—Refunds of previous years.....			208 50			
Total .....			*648,547 14	151,134 50	71,647 81	31,229 17

* Expenditure as above .....	\$ 648,547 14
Less expenditure prior to Confederation.....	156,523 32

Agreeing with Public Accounts, 1905, page 4..... \$ 492,023 82

S. LEONARD SHANNON.

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.







## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## LACHINE CANAL.

	Year ending June 30.	Chargeable to Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure by Imperial Gov- ernment.....		40,000 00			
Government expenditure prior to Confederation.....		2,547,532 85			
Government expenditure since Confederation.....	1868		1,852 70	13,742 05	10,431 51
" " ..	1869	2,000 00		14,209 02	12,085 84
Cost of original construction and enlargement of 1845 to 1848..			2,589,532 85		
Expenditure by Dominion Gov- ernment.....	1870			15,834 49	13,302 39
" " ..	1871		12,231 40	17,478 52	15,093 25
" " ..	1872	36,708 15		16,076 93	12,334 69
" " ..	1873	7,824 28	35,158 21	23,601 03	34,300 60
" " ..	1874	158,618 35		25,811 07	22,828 66
" " ..	1875	197,420 52		28,592 01	30,057 34
" " ..	1876	327,769 39		33,797 73	29,103 65
" " ..	1877	1,439,375 73		33,148 86	19,824 33
" " ..	1878	1,484,619 63		39,062 97	13,646 41
" " ..	1879	958,053 30		42,338 84	12,400 78
" " ..	1880	369,566 74		38,950 90	10,223 62
" " ..	1881	292,165 51		39,027 99	19,888 33
" " ..	1882	252,821 33	2,978 66	41,158 90	17,116 46
" " ..	1883	396,496 96	1,859 68	45,554 91	18,199 59
" " ..	1884	188,266 18		48,624 51	19,683 24
" " ..	1885	111,215 23		49,004 85	20,199 78
" " ..	1886	210,509 42		50,969 10	19,199 18
" " ..	1887	28,772 52	12,981 59	53,113 97	22,567 81
" " ..	1888	19,414 34	7,996 38	52,229 61	19,999 64
" " ..	1889	76,032 96	972 71	54,110 67	22,957 71
" " ..	1890	7,448 03	8,238 46	53,114 34	22,999 38
" " ..	1891	217 53	16,155 75	50,721 69	36,292 98
" " ..	1892	87,852 35	27,480 80	52,729 37	67,499 62
" " ..	1893	445,983 21	50,937 40	53,185 00	51,616 79
" " ..	1894	64,345 14	17,152 48	60,174 03	40,939 70
" " ..	1895	189,944 36	32,405 20	56,337 44	25,891 45
" " ..	1896	184,998 25	8,193 15	58,342 96	24,950 20
" " ..	1897	282,052 48	14,664 21	57,533 20	25,820 73
" " ..	1898	216,717 44	819 62	57,282 50	33,391 92
" " ..	1899	162,351 83	3,103 99	55,990 00	35,776 90
" " ..	1900	125,009 41	12,210 88	56,791 45	31,988 81
" " ..	1901	97,305 52	12,072 87	58,364 29	50,005 48
" " ..	1902	113,328 26	36,249 02	59,435 33	45,853 97
" " ..	1903	58,426 92	109,893 43	69,762 03	53,054 20
" " ..	1904	181,487 06	162,705 14	77,233 17	50,660 92
" " ..	1905	112,460 47	144,996 37	86,209 93	65,202 42
Cost of enlargement.....			8,885,578 80		
Total.....			11,475,111 65	733,310 10	1,739,645 66
Total expenditure on capital account as above.....					\$ 11,475,111 65
Less charged to St. Lawrence River Canals, see page 9.....					\$ 2,950,104 15
Less expenditure by Imperial Government.....					40,000 00
					2,990,104 15
Agreeing with Public Accounts balance sheet, 1905, page 4 .....					\$ 8,485,007 50

S. LEONARD SHANNON,

DEPARTMENT OF RAILWAYS AND CANALS,

Accountant..

OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since "	1868		63,193 75	9,349 99	6,216 98
" " "	1869		55 00	9,626 99	6,498 57
" " "	1870		27 50	10,117 57	6,384 81
" " "	1871			12,316 53	5,722 36
" " "	1872		27 50	11,792 46	15,733 38
" " "	1873		5,122 50	12,210 73	9,882 06
" " "	1874		26 00	15,392 51	10,990 56
" " "	1875		36 00	14,399 32	12,253 01
" " "	1876			14,465 86	17,170 83
" " "	1877			14,377 63	15,207 36
" " "	1878			14,383 37	9,861 05
" " "	1879			15,015 86	10,370 71
" " "	1880	266 15		15,362 61	8,997 34
" " "	1881			17,659 93	10,770 67
" " "	1882			18,804 53	20,813 86
" " "	1883		6,727 44	18,287 77	15,826 71
" " "	1884		3,277 98	19,107 38	16,232 61
" " "	1885		7,999 79	18,960 40	14,637 70
" " "	1886		8,491 80	19,228 90	14,356 00
" " "	1887		3,633 57	18,867 45	14,999 88
" " "	1888		14,411 97	19,325 05	14,285 98
" " "	1889		10,993 52	20,019 11	14,982 54
" " "	1890			19,847 42	14,999 20
" " "	1891		17,085 68	18,886 86	12,537 39
" " "	1892		1,696 23	20,050 01	14,999 80
" " "	1893			20,348 34	14,107 11
" " "	1894		6,547 72	20,574 53	13,903 46
" " "	1895		27,982 93	20,128 59	12,299 49
" " "	1896			20,725 47	15,050 85
" " "	1897		9,813 15	21,012 64	14,862 98
" " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " "	1899		1,000 00	20,613 22	13,463 01
" " "	1900		4,959 22	20,147 59	14,505 30
" " "	1901		483 40	20,118 42	14,199 12
" " "	1902			16,682 52	6,532 33
" " "	1903			8,218 14	10,063 38
" " "	1904			9,236 27	11,936 37
" " "	1905		14,949 83	9,086 68	10,499 99
Total		*1,636,690 26	214,341 82	625,698 65	482,319 67

\*See page 9 for total cost of St. Lawrence River and Canals.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c. — *Continued.*

## ST. LAWRENCE RIVER AND CANALS, SURVEYS, &amp;c.

	Year ending June 30.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation..					18,442 85	98,378 46
Government expenditure since Confederation.....	1868					
"	1869					
"	1870					
"	1871					
"	1872					
"	1873				33,241 69	
"	1874				26,541 30	
"	1875				20,611 36	
"	1876				50,215 47	
"	1877				47,377 31	
"	1878				5,570 46	
"	1879				9,265 77	
"	1880				9,214 56	
"	1881				6,927 96	
"	1882		6,933 45	22,000 00	28,933 45	
"	1883		3,574 31	41,300 00	44,874 31	
"	1884		15,546 03	74,300 00	89,846 03	
"	1885		13,710 17	101,400 00	115,110 17	
"	1886		16,251 73	99,800 00	116,051 73	
"	1887		20,037 31	54,400 00	74,437 31	
"	1888		16,082 85	40,400 00	56,482 85	
"	1889		1,293 92	17,200 00	18,493 92	
"	1890		18,279 91	5,700 00	23,979 91	
"	1891		35,137 25		35,137 25	
"	1892		59,779 31		59,779 31	
"	1893		52,643 39		52,643 39	
"	1894		13,721 66		13,721 66	
"	1895		1,223 72	181,552 03	182,775 75	
"	1896		7,457 05		7,457 05	
"	1897		12,347 31		12,347 31	
"	1898	171,336 65	7,491 11	32,710 00	211,537 76	
"	1899	461,979 50	9,366 47	42,430 00	513,775 97	
"	1900	225,000 00	72,484 41	50,000 00	347,484 41	
"	1901	184,790 34	19,389 75	91,211 97	295,392 06	
"	1902	125,000 00	29,268 64	24,037 85	178,306 49	
"	1903	126,833 94	16,432 28	25,000 00	168,266 22	
"	1904	68,595 42	9,634 66	6,450 00	84,680 08	
"	1905	93,025 89	25,743 51	49,734 70	168,504 10	
		1,456,561 74	483,830 20	959,626 55	3,127,427 22	98,378 46

## ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above .....	\$ 3,127,427 22
Beauharnois Canal, see page 8.....	1,636,690 26
Cornwall Canal " 12.....	7,181,187 58
Williamsburg Canal " 14.....	10,185,853 21
Lake St. Louis " 10.....	298,176 11
Soulanges Canal " 26 .....	6,886,174 48
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7...	2,950,104 15
Lake St. Francis, see page 11. ....	75,906 71

Agreeing with Public Accounts Balance Sheet, 1905, page 4.....\$32,341,519 72

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

				Year ending June 30.	Chargeable to Capital.	Chargeable to Revenue.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation..				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887		
"	"	"		1888		
"	"	"		1889		
"	"	"		1890		
"	"	"		1891		
"	"	"		1892		
"	"	"		1893		
"	"	"		1894		
"	"	"		1895	4,753 14	
"	"	"		1896	49,909 31	
"	"	"		1897	73,300 41	
"	"	"		1898	64,495 83	
"	"	"		1899	57,607 79	
"	"	"		1900	11,765 70	
"	"	"		1901	12,918 31	
"	"	"		1902	6,000 00	
"	"	"		1903	9,508 72	
"	"	"		1904	7,916 90	
"	"	"		1905	†	
Total.					*298,176 11	

Included in in total cost of St. Lawrence River and Canals, see page 9.  
† Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.
					\$ cts.	\$ cts.
Government expenditure since Confederation.....				1868		
				1869		
				1870		
				1871		
				1872		
				1873		
				1874		
				1875		
				1876		
				1877		
				1878		
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				1887		
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				1889		
				1890		
				1891		
				1892		
				1893		
				1894		
				1895		
				1896		
				1897		
				1898	3,420 00	
				1899	23,110 00	
				1900	15,431 46	12,288 39
				1901	15,000 00	8,060 30
				1902	13,945 25	
				1903	5,000 00	
				1904		2,199 52
				1905		
Total.....					*75,906 71	22,548 21

\*Included in total cost of St. Lawrence River and Canals, see page 9.

†Transferred to Department of Marine and Fisheries.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAY AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1905

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

	Year ending June 30.	Chargeable to Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation. ....		1,933,152 69			
Government expenditure since Confederation..	1868		2,786 00	11,244 47	3,774 18
" " ..	1869	10,692 04		10,347 91	3,859 14
" " ..	1870		17,780 05	10,368 16	7,145 42
" " ..	1871		7 50	11,848 39	8,891 61
" " ..	1872		10,000 21	10,594 30	8,163 70
" " ..	1873		1,011 75	13,042 25	12,467 65
" " ..	1874			13,405 20	7,610 70
" " ..	1875	1,780 00		13,351 91	7,097 34
Cost of original construction ..			1,945,624 73		
Expenditure by Dominion Government..	1876			13,320 61	6,423 67
" " ..	1877	49,211 37		13,375 70	6,440 54
" " ..	1878	145,015 45		13,825 50	4,935 21
" " ..	1879	143,032 05		13,817 96	4,983 15
" " ..	1880	109,454 95		14,440 33	9,735 76
" " ..	1881	53,948 14		15,173 60	5,524 10
" " ..	1882	44,587 61		15,052 20	6,634 62
" " ..	1883	21,728 93		18,283 67	8,361 71
" " ..	1884	23,018 13		18,475 48	9,007 73
" " ..	1885	62,034 90	16,298 96	15,988 96	12,368 51
" " ..	1886	57,820 83	6,960 95	15,994 80	11,832 83
" " ..	1887	46,966 43		17,520 54	12,100 29
" " ..	1888	67,945 74		16,938 54	13,942 64
" " ..	1889	163,993 85		17,890 55	58,205 26
" " ..	1890	365,038 01	2,000 00	17,063 49	12,758 18
" " ..	1891	599,001 85	1,459 98	16,077 72	9,830 05
" " ..	1892	398,555 25	2,345 26	15,596 66	9,864 36
" " ..	1893	352,536 13		15,173 01	9,668 14
" " ..	1894	404,990 22		15,344 02	7,733 54
" " ..	1895	450,689 65	21,497 74	15,414 56	13,053 55
" " ..	1896	448,408 31	2,175 00	15,472 26	25,259 56
" " ..	1897	438,487 51		15,540 43	16,438 32
" " ..	1898	133,208 96		15,011 50	15,431 02
" " ..	1899	37,649 00	15,960 80	16,000 00	14,623 90
" " ..	1900	169,889 51	18,547 50	18,798 10	13,998 29
" " ..	1901	62,032 47		17,104 13	13,166 89
" " ..	1902	90,535 18		17,896 58	15,045 95
" " ..	1903	77,833 81		70,129 29	19,205 66
" " ..	1904	113,795 16	1,730 16	45,792 64	20,932 55
" " ..	1905	104,093 45	8,324 83	71,073 68	28,100 67
Cost of enlargement ..			5,235,562 85		
Total .....			7,181,187 58	128,886 69	711,789 10
					474,616 39

\* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending June 30.	Capital.				Renewals Chargeable to Income.	Staff.		Repairs.	
		Capital.			Total.		cts.	cts.	cts.	cts.
		Parran's Point.	Galops.	Rapide Plat.						
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Government expenditure prior to Confederation being amount of original construction	1868				1,320,655 54			5,745 97		6,142 41
Government expenditure since Confederation	1869							5,769 81		5,670 88
"	1870							5,573 13		6,546 16
"	1871							6,382 17		5,308 41
"	1872							5,542 94	1,077 00	3,230 07
"	1873							6,424 49		7,347 75
"	1874							6,857 19		7,395 92
"	1875							6,547 62		4,110 29
"	1876							7,418 39		11,690 98
"	1877							7,388 68		10,053 61
"	1878							7,430 11		4,449 78
"	1879							7,517 20		3,549 71
"	1880							7,590 15		3,999 77
"	1881							7,572 35		5,020 73
"	1882							7,589 44		7,447 69
"	1883						13 19	7,423 48		7,299 39
"	1884						2,473 44	7,757 04		7,349 37
"	1885						32,473 05	7,696 67		8,198 03
"	1886						71,820 79	7,671 54		7,847 05
"	1887						82,990 98	7,635 51		7,904 76
"	1888						53,499 34	7,646 79	1,613 67	8,190 13
"	1889						22,206 11	7,485 28		8,794 61
"	1890						12,660 95	8,954 53		8,191 69
"	1891	2,853 76					55,036 96	8,678 25		7,987 40
"	1892						172,779 88	9,458 33	797 83	8,551 32
"	1893						218,511 17	8,676 03	3,675 00	8,347 97
"	1894						154,524 01	10,230 09		7,029 95
"	1895						217,669 28	9,675 09		7,371 37
"							274,397 42			
"							228,892 70			
Carried forward		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86		210,337 70		195,327 20







## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

## WELLAND CANAL.

				Year ending June, 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government . . . . .					222,220 00			
Government expenditure prior to Confederation . . . . .					7,416,019 83			
"	since	"	..	1868	12,097 84		37,679 05	38,852 96
"	"	"	..	1869	43,486 36		39,060 61	50,773 03
"	"	"	..	1870		22,173 72	40,340 45	65,009 19
"	"	"	..	1871		48,569 10	42,383 33	53,381 02
"	"	"	..	1872	53,680 32	6,022 44	37,085 37	50,276 90
"	"	"	..	1873	82,282 20	47,876 27	45,382 99	66,550 73
"	"	"	..	1874	746,420 61		50,966 48	103,666 99
"	"	"	..	1875	1,047,119 91		52,595 00	88,539 99
"	"	"	..	1876	1,569,478 19	700 00	57,623 31	81,376 12
"	"	"	..	1877	2,199,962 61		59,963 47	49,783 93
"	"	"	..	1878	2,138,392 99		60,138 59	66,393 53
"	"	"	..	1879	1,552,697 41		59,942 23	56,755 57
"	"	"	..	1880	1,252,924 75		63,198 10	76,535 25
"	"	"	..	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
"	"	"	..	1882	603,402 17	13,664 80	74,641 51	84,374 97
"	"	"	..	1883	549,433 29	5,979 03	109,207 21	72,707 62
"	"	"	..	1884	432,336 21		113,276 87	90,926 97
"	"	"	..	1885	463,505 38	6,150 21	112,670 00	91,534 66
"	"	"	..	1886	215,380 75	1,359 00	111,660 22	69,507 48
"	"	"	..	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
"	"	"	..	1888	429,720 94	10,740 86	110,806 01	86,518 97
"	"	"	..	1889	225,910 21	43,803 80	113,587 05	77,547 77
"	"	"	..	1890	117,633 22	51,648 28	109,202 02	72,686 19
"	"	"	..	1891	36,371 03	19,767 73	107,662 63	82,548 30
"	"	"	..	1892	29,541 21	9,008 80	104,673 73	73,771 87
"	"	"	..	1893	8,259 94	25,103 13	104,926 73	65,016 84
"	"	"	..	1894	1,571 78	13,430 20	102,018 80	53,053 71
"	"	"	..	1895	3,809 35	24,245 02	90,438 07	48,270 94
"	"	"	..	1896	1,677 67	18,768 99	87,988 11	62,542 64
"	"	"	..	1897	2,282 35	22,283 06	88,095 20	41,247 81
"	"	"	..	1898		34,803 25	84,806 54	59,571 66
"	"	"	..	1899		30,099 84	86,110 88	56,270 60
"	"	"	..	1900	18,167 29	37,164 84	84,888 36	59,507 64
"	"	"	..	1901	224,536 96	87,777 43	86,889 24	72,055 89
"	"	"	..	1902	303,997 81	78,905 37	88,048 95	69,279 90
"	"	"	..	1903	315,819 49	94,127 21	90,684 05	72,004 59
"	"	"	..	1904	555,751 00	31,140 58	91,115 35	85,717 88
"	"	"	..	1905	890,457 82	34,559 42	91,928 96	111,418 62
Total . . . . .				* 26,080,366 13	830,294 24	3,057,455 20	2,652,669 06	

\* Total expenditure as above . . . . . \$ 26,080,366 13  
Less expenditure by Imperial Government . . . . . 222,220 00

Agreeing with Public Accounts Balance Sheet, 1905, page 4 . . . \$ 25,858,146 13

Original cost of construction, including first enlargement . . . . . \$ 7,693,824 03  
Enlargement, including new Welland Canal . . . . . 17,386,542 10

Total expenditure as above . . . . . \$ 25,080,366 13

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Governm. expenditure prior to Confederation..		134,456 51			
" since "	1868			778 16	432 47
" " "	1869			1,062 96	1,873 51
" " "	1870			1,136 54	1,280 36
" " "	1871			1,285 84	1,539 02
" " "	1872		1,939 46	1,106 80	1,393 63
" " "	1873		540 11	2,199 64	1,264 40
" " "	1874	12,753 27		2,614 90	7,208 63
" " "	1875	32,627 71		1,859 20	4,506 68
" " "	1876	24,935 85		1,952 14	4,033 72
" " "	1877	30,003 08		1,982 65	1,756 93
" " "	1878	14,618 85		2,057 32	541 95
" " "	1879	22,113 02		2,202 03	3,259 70
" " "	1880	3,054 68		2,152 57	1,704 71
" " "	1881	69,042 76		2,553 02	3,257 92
" " "	1882	193,158 36		2,611 30	2,343 99
" " "	1883	172,959 95		2,569 86	3,448 83
" " "	1884	142,006 25		2,775 32	2,725 49
" " "	1885	93,679 57		2,618 60	4,042 04
" " "	1886	129,681 67		2,611 90	5,803 01
" " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " "	1889	24,786 33		2,569 22	1,730 79
" " "	1890	6,151 14		2,571 04	1,525 51
" " "	1891		8,173 69	2,505 69	1,503 56
" " "	1892		25,471 61	2,571 28	1,666 21
" " "	1893		6,521 88	2,581 08	2,800 03
" " "	1894		3,497 56	2,640 00	2,799 63
" " "	1895		3,694 33	2,508 14	3,025 91
" " "	1896			2,495 54	4,993 89
" " "	1897			2,357 51	1,688 12
" " "	1898			1,904 10	1,699 44
" " "	1899			1,920 12	1,997 96
" " "	1900			1,840 51	2,679 21
" " "	1901			1,895 89	3,999 02
" " "	1902			1,994 52	3,015 97
" " "	1903		1,984 39	2,072 17	4,684 42
" " "	1904			2,292 94	2,244 13
" " "	1905			2,151 01	6,091 44
Total.....		*1,170,215 63	59,249 72	82,044 53	103,442 94

\* Included in total cost of Ottawa River Works, see page 19.

Original construction.....	\$ 134,456 51
Enlargement, including new lock.....	1,035,759 12
	<u>\$ 1,170,215 63</u>

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

## CARILLON AND GRENVILLE CANAL.

	Year ending June 30.	Capital.	Renewals, Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government. ....		*			
Government expenditure prior to Confederation .....		63,053 64			
"                    since                      " .....	1868		19,817 22	6,301 88	8,911 28
"                    "                      " .....	1869			6,549 38	10,157 42
"                    "                      " .....	1870		4,167 96	6,617 81	9,852 09
"                    "                      " .....	1871		23,119 37	8,676 90	8,218 24
"                    "                      " .....	1872	165,257 28		8,324 51	17,235 31
"                    "                      " .....	1873	133,199 10	3,051 38	10,068 28	8,781 50
"                    "                      " .....	1874	245,258 38		10,710 88	10,605 82
"                    "                      " .....	1875	339,864 76		10,378 57	18,520 44
"                    "                      " .....	1876	326,203 16		10,764 38	11,475 96
"                    "                      " .....	1877	245,738 04		11,050 27	10,304 06
"                    "                      " .....	1878	22,676 20		11,401 30	5,082 72
"                    "                      " .....	1879	243,141 24		11,501 22	7,629 98
"                    "                      " .....	1880	281,514 27		11,959 14	7,625 54
"                    "                      " .....	1881	336,707 53		13,059 18	8,076 91
"                    "                      " .....	1882	433,034 39		14,387 49	7,582 68
"                    "                      " .....	1883	433,575 10		17,479 58	8,310 02
"                    "                      " .....	1884	399,267 16		17,393 91	7,918 42
"                    "                      " .....	1885	157,187 72		19,702 30	10,429 26
"                    "                      " .....	1886	104,973 24	75 00	20,597 82	9,303 31
"                    "                      " .....	1887	20,747 11		20,011 36	10,554 41
"                    "                      " .....	1888	38,996 29		21,531 12	10,036 62
"                    "                      " .....	1889	298 17		22,098 88	10,135 66
"                    "                      " .....	1890	17 58	4,526 61	15,896 16	7,582 38
"                    "                      " .....	1891		4,395 25	21,230 22	10,796 68
"                    "                      " .....	1892	34,585 64	15,036 48	17,458 69	8,620 15
"                    "                      " .....	1893	207 00	42,298 74	16,762 71	10,669 28
"                    "                      " .....	1894	335 55	20,034 94	14,144 98	11,620 09
"                    "                      " .....	1895		5,963 76	15,453 21	12,303 25
"                    "                      " .....	1896	3,850 31		13,995 69	12,161 10
"                    "                      " .....	1897	1,908 44	4,939 20	13,780 29	11,607 95
"                    "                      " .....	1898	82,663 37	5,082 03	11,697 81	10,993 61
"                    "                      " .....	1899	39,999 37		11,919 27	11,478 88
"                    "                      " .....	1900	22,802 27	4,476 50	13,657 06	14,666 71
"                    "                      " .....	1901	4,930 65	9,331 95	13,342 22	13,416 00
"                    "                      " .....	1902		16,998 69	13,725 99	19,366 30
"                    "                      " .....	1903		15,992 52	14,348 17	17,766 28
"                    "                      " .....	1904		9,150 07	16,224 94	17,262 29
"                    "                      " .....	1905		8,715 46	15,858 19	19,977 19
Total.....		4,182,092 96	217,173 13	530,061 76	427,035 79

\* Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, see page 19, cost of enlargement, \$4,119,039.32.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

CULBUTE LOCK AND DAM.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.	1868				
"	1869				
"	1870				
"	1871				
"	1872				
"	1873		835 53		
"	1874		38,388 99		
"	1875	63,659 29			
"	1876	76,842 44			
"	1877	56,081 87			
"	1878	5,933 53			
"	1879	20,694 19			
"	1880	16,688 20		202 50	259 31
"	1881	4,721 62		962 85	
"	1882	29,567 15		790 00	162 33
"	1883	14,249 60		695 00	288 99
"	1884	8,151 16		733 50	
"	1885	19,071 76		730 00	572 75
"	1886	26,385 27		730 00	2,396 14
"	1887	7,760 88		730 00	967 33
"	1888	7,573 99		739 50	730 60
"	1889	17,112 01		1,050 00	116 53
"	1890	2,818 35		747 83	
"	1891	2,183 15	9,122 05	745 25	499 91
"	1892		1,546 25	736 00	
"	1893		1,420 65	749 00	13 55
"	1894		2,540 14	730 00	494 43
"	1895		1,475 26	436 05	434 28
"	1896				
"	1897				
"	1898				100 00
"	1899				
"	1900	3,085 00			
"	1901	197 00			
"	1902		1,135 00		
"	1903				
"	1904		2,204 50		
"	1905		2,255 00		
Total.....		*382,776 46	60,923 37	11,507 48	7,036 15

\* Included in total cost of Ottawa River Works, see page 19.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*  
RIDEAU CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government.....		3,911,701 47			
Government expenditure prior to Confederation.....		153,062 60			
" since ".....	1868	166 50	7,298 12	18,397 28	16,475 21
" ".....	1869			19,250 71	13,140 77
" ".....	1870		13 16	20,022 37	19,469 33
" ".....	1871		11,732 98	22,814 58	18,120 52
" ".....	1872		4,967 50	22,139 48	14,005 32
" ".....	1873		18,070 97	22,841 51	26,074 49
" ".....	1874		5,793 16	26,815 44	22,957 40
" ".....	1875	9,310 85		26,553 37	19,699 81
" ".....	1876	2,163 96		26,430 77	14,428 25
" ".....	1877	214 11		25,959 56	14,198 18
" ".....	1878			26,651 51	11,034 22
" ".....	1879	7,703 88		26,042 52	7,134 55
" ".....	1880			26,463 88	11,434 05
" ".....	1881		133 50	26,024 71	8,627 00
" ".....	1882			26,915 29	13,860 28
" ".....	1883		70 65	27 322 81	23,524 84
" ".....	1884		4,597 50	26,938 95	19,245 02
" ".....	1885		2,098 76	26,971 32	18,189 55
" ".....	1886		550 00	27,045 95	35,648 04
" ".....	1887		20,823 96	29,440 46	18,565 34
" ".....	1888		18,889 48	33,458 83	25,478 87
" ".....	1889		6,665 22	33,801 77	18,106 36
" ".....	1890		21,124 10	34,270 57	18,025 21
" ".....	1891		20,967 25	34,641 98	21,537 56
" ".....	1892		31,363 23	35,500 82	21,507 16
" ".....	1893		24,274 71	35,022 49	18,789 50
" ".....	1894		14,485 11	34,943 35	16,939 47
" ".....	1895		31,559 48	33,827 08	19,897 32
" ".....	1896		21,452 29	34,052 77	30,196 38
" ".....	1897		19,079 11	31,461 55	29,535 94
" ".....	1898		13,608 39	30,759 05	26,599 93
" ".....	1899		700 29	30,751 20	28,199 49
" ".....	1900		11,780 41	30,623 27	30,237 09
" ".....	1901			31,334 40	33,791 17
" ".....	1902		8,894 40	32,193 66	33,959 86
" ".....	1903		16,235 13	34,595 31	36,424 23
" ".....	1904		13,525 04	39,127 96	38,496 78
" ".....	1905	1,565 84	14,513 35	40,838 81	49,790 55
Total.....		4,085,889 21	365,267 25	1,112,247 34	843,345 04

## \* Ottawa River Works.

Ste. Anne's Lock, page 16.....	\$ 1,170,215 63
Carillon and Grenville Canal, page 17.....	4,182,092 96
Culbute Canal, page 17....	382,776 46
Rideau Canal, as above....	\$ 4,085,889 21
Less expenditure by Imperial Government.....	3,911,701 47
	174,187 74
Total Ottawa River Works (Capital).....	\$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation.....	\$ 719,247 13
" " " since ".....	7,243 60
" on Chats Canals prior to Confederation..	482,950 81
" in 1881, charged to Miscellaneous, see page 229, part ii,	
Public Accounts.....	1,136 84
Add amount transferred, see page xxxvi, Public Accounts Balance Sheet,	
1881.....	233,555 85
	1,444,134 23
	\$ 7,353,407 02
Less expenditure prior to Confederation, transferred to Income Account..	\$ 320,618 28
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in	
Public Accounts Balance Sheet, page xx, under Miscellaneous.....	165,257 28
	485,875 56
Agreeing with Balance Sheet, Public Accounts, 1905, page 4..	\$ 6,867,531 46

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.

S. LEONARD SHANNON,  
*Accountant.*



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. OURS LOCK.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				.....	121,537 65	.....	.....	.....
"	since	"	"	1868	.....	.....	1,532 75	753 74
"	"	"	"	1869	.....	.....	1,755 15	1,399 18
"	"	"	"	1870	.....	.....	1,458 09	1,006 22
"	"	"	"	1871	.....	.....	1,414 48	1,210 98
"	"	"	"	1872	.....	.....	1,565 80	1,263 19
"	"	"	"	1873	.....	.....	2,076 50	1,575 10
"	"	"	"	1874	.....	.....	2,219 13	2,363 42
"	"	"	"	1875	.....	.....	1,362 22	1,245 69
"	"	"	"	1876	.....	.....	1,403 92	1,601 71
"	"	"	"	1877	.....	.....	1,533 40	750 80
"	"	"	"	1878	.....	.....	1,556 65	283 77
"	"	"	"	1879	.....	.....	1,581 55	456 07
"	"	"	"	1880	.....	.....	1,614 01	705 54
"	"	"	"	1881	.....	.....	1,741 97	1,299 77
"	"	"	"	1882	.....	.....	2,002 71	1,902 41
"	"	"	"	1883	.....	17,230 32	2,361 65	2,188 08
"	"	"	"	1884	.....	5,279 17	2,315 37	1,494 99
"	"	"	"	1885	.....	4,700 64	2,271 57	3,652 63
"	"	"	"	1886	.....	.....	2,311 70	4,143 47
"	"	"	"	1887	.....	.....	2,175 37	5,864 78
"	"	"	"	1888	.....	.....	2,216 04	2,801 17
"	"	"	"	1889	.....	17,964 45	2,421 14	2,002 63
"	"	"	"	1890	.....	24,571 96	2,138 40	1,935 44
"	"	"	"	1891	.....	21,696 74	2,011 08	4,460 16
"	"	"	"	1892	.....	3,585 34	2,168 44	1,944 33
"	"	"	"	1893	.....	.....	2,136 66	1,994 34
"	"	"	"	1894	.....	.....	2,216 68	924 55
"	"	"	"	1895	.....	.....	2,161 63	915 50
"	"	"	"	1896	.....	.....	2,094 91	1,678 49
"	"	"	"	1897	.....	.....	2,135 60	707 06
"	"	"	"	1898	.....	.....	2,049 67	692 04
"	"	"	"	1899	.....	.....	2,244 12	1,494 93
"	"	"	"	1900	.....	1,596 88	2,181 43	2,681 10
"	"	"	"	1901	.....	3,610 06	2,128 25	1,681 44
"	"	"	"	1902	.....	15,549 27	2,262 39	984 36
"	"	"	"	1903	.....	9,344 89	2,288 63	1,671 83
"	"	"	"	1904	.....	7,984 41	2,334 67	1,690 61
"	"	"	"	1905	.....	14,900 90	2,479 66	1,716 35
Total ... ..				.....	*121,537 65	148,015 03	75,923 39	67,137 87

\* Included in the total cost of Chambly Canal and Richelieu River, *see* page 21.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSJONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*  
CHAMBLY CANAL.

	Year ending 30 June.	Capital.	Renewals- Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation		634,711 76			
" since "	1868			8,312 90	9,355 70
" "	1869			8,437 22	13,120 97
" "	1870			8,934 41	20,180 73
" "	1871		2,839 85	10,214 71	22,426 33
" "	1872		1,906 40	9,628 50	22,327 99
" "	1873		759 00	10,390 44	11,789 27
" "	1874		2,810 00	11,675 67	16,427 19
" "	1875	2,415 00		12,201 99	16,306 91
" "	1876			10,593 14	13,273 56
" "	1877	80 00		10,281 78	10,111 32
" "	1878			10,413 99	6,022 96
" "	1879			11,301 53	8,809 77
" "	1880			11,516 22	12,377 74
" "	1881			13,950 47	20,705 17
" "	1882		31,796 41	16,686 78	16,843 60
" "	1883		21,332 36	15,904 38	15,182 24
" "	1884		41,640 77	18,448 85	12,003 34
" "	1885		21,049 23	18,378 55	13,046 95
" "	1886		14,547 27	19,501 28	11,999 77
" "	1887		17,911 17	19,053 62	20,071 37
" "	1888		65,536 64	20,073 60	11,823 74
" "	1889		51,437 87	19,679 22	19,392 18
" "	1890		23,221 48	19,655 38	14,399 93
" "	1891		43,344 41	19,204 76	11,399 93
" "	1892		38,353 99	19,665 22	12,976 48
" "	1893		21,127 65	19,310 29	12,451 03
" "	1894		8,567 78	19,040 93	11,920 74
" "	1895		6,147 63	19,325 49	11,779 12
" "	1896		3,694 63	19,349 65	11,801 12
" "	1897		12,665 88	18,754 17	13,128 55
" "	1898		13,184 68	17,992 90	12,466 51
" "	1899		15,255 42	18,336 50	11,997 51
" "	1900		5,448 88	18,397 58	13,995 00
" "	1901		1,195 09	18,529 48	17,572 35
" "	1902		19,132 80	18,832 25	17,313 02
" "	1903		8,977 43	19,286 10	21,745 65
" "	1904		26,701 59	21,544 69	25,656 00
" "	1905		33,066 50	26,970 79	19,896 57
		637,206 76			
Less proceeds of sale of piece of land.....		150 00			
Total .....		*637,056 76	553,652 81	609,775 43	564,098 31

\* Chambly Canal and River Richelieu.

Chambly Canal, as above..... \$ 637,056 76  
St. Ours Lock, see page 20 ..... 121,537 65

\$ 758,594 41

Less amount deducted at Confederation, see

Public Accounts, 1868, part i, page 9.....

Government expenditure prior to Confederation,

Chambly Canal, as above..... \$ 634,711 76

St. Ours Lock, see page 20)..... 121,537 65

\$ 756,249 41

Returned as an asset in Public Accounts, 1868. 433,807 83

322,441 58

Agreeing with Public Accounts, 1905, page 4..... \$ 436,152 83

S. LEONARD SHANNON.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.

Accountant.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

MURRAY CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation					
"    since    "	1868		400 00		
"    "    "	1869				
"    "    "	1870				
"    "    "	1871				
"    "    "	1872				
"    "    "	1873				
"    "    "	1874				
"    "    "	1875				
"    "    "	1876				
"    "    "	1877				
"    "    "	1878				
"    "    "	1879				
"    "    "	1880				
"    "    "	1881				
"    "    "	1882	7,135 63			
"    "    "	1883	84,071 68			
"    "    "	1884	118,187 43			
"    "    "	1885	148,902 66			
"    "    "	1886	179,704 52			
"    "    "	1887	142,563 66			
"    "    "	1888	146,754 37			
"    "    "	1889	215,326 46			
"    "    "	1890	106,760 35		494 31	
"    "    "	1891	61,260 49		5,137 03	173 53
"    "    "	1892	5,964 22		5,803 48	3,505 15
"    "    "	1893	30,838 79		5,499 62	5,341 34
"    "    "	1894			5,667 52	5,295 57
"    "    "	1895			5,354 97	5,063 49
"    "    "	1896			5,409 10	5,410 33
"    "    "	1897			5,526 87	3,966 41
"    "    "	1898			5,799 94	4,710 23
"    "    "	1899			5,073 70	3,533 68
"    "    "	1900			5,613 83	2,777 60
"    "    "	1901			5,175 74	1,138 15
"    "    "	1902			5,254 51	6,377 19
"    "    "	1903	500 00		5,757 00	4,627 70
"    "    "	1904	750 00	2,521 13	5,291 43	6,075 94
"    "    "	1905	100 00	740 45	5,346 62	4,452 68
Total.....		*1,248,820 26	3,661 58	82,205 67	62,448 99

\* Agreeing with Public Accounts Balance Sheet, 1905, page 4.

S. LEONARD SHANNON,  
Accountant,

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c--Continued.

TRENT CANAL.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				.....	309,371 31			
"	since	"	"	1868				
"	"	"	"	1869				
"	"	"	"	1870				
"	"	"	"	1871				
"	"	"	"	1872				
"	"	"	"	1873				
"	"	"	"	1874				
"	"	"	"	1875				
"	"	"	"	1876				
"	"	"	"	1877				
"	"	"	"	1878				
"	"	"	"	1879				
"	"	"	"	1880	561 50		1,188 92	3,568 89
"	"	"	"	1881			2,489 93	2,233 50
"	"	"	"	1882		5,836 51	2,011 92	8,115 50
"	"	"	"	1883	40,767 16	9,303 66	2,235 50	3,047 42
"	"	"	"	1884	120,393 91	6,198 57	2,208 64	5,264 35
"	"	"	"	1885	121,382 84		3,303 87	4,653 50
"	"	"	"	1886	75,103 30		1,639 75	5,917 88
"	"	"	"	1887	179,541 63		1,938 08	6,008 88
"	"	"	"	1888	114,879 35		1,770 29	5,151 42
"	"	"	"	1889	47,592 13	29,677 92	3,242 05	5,935 94
"	"	"	"	1890	58,644 50	11,522 65	3,450 99	730 55
"	"	"	"	1891	9,826 49	3,164 81	3,803 66	4,888 98
"	"	"	"	1892	4,457 28	6,506 97	3,695 85	4,721 85
"	"	"	"	1893	5,962 47	10,838 90	3,739 86	2,087 17
"	"	"	"	1894	3,412 32	20,403 93	3,785 47	4,988 59
"	"	"	"	1895	53,907 70	21,143 41	4,184 18	3,374 49
"	"	"	"	1896	392,976 08	6,185 75	4,349 34	3,329 97
"	"	"	"	1897	486,575 70	13,880 37	4,965 39	3,497 90
"	"	"	"	1898	351,273 31	8,991 54	5,034 60	4,998 80
"	"	"	"	1899	166,611 49	6,179 79	5,048 72	6,454 49
"	"	"	"	1900	334,583 01	8,043 39	5,131 52	9,989 26
"	"	"	"	1901	284,503 89	10,494 82	5,254 51	13,075 89
"	"	"	"	1902	449,075 45	26,165 93	5,575 52	14,984 88
"	"	"	"	1903	523,950 74	18,548 58	6,993 25	10,791 15
"	"	"	"	1904	489,038 44	21,228 55	7,237 05	21,179 12
"	"	"	"	1905	333,261 75	36,853 28	12,071 88	26,056 78
Total				.....	*4,957,653 75	281,169 33	106,350 74	185,047 15

\* Total expenditure on Capital Account as above .....\$4,957,653 75  
LESS—Expenditure prior to Confederation.. .....\$ 309,371 31  
" Year 1880. .... 561 50  
309,932 81

Agreeing with Public Accounts Balance Sheet, 1905, page 4.....\$1,647,720 94

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

TAY CANAL.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation.				1868				
"	"	"	"	1869				
"	"	"	"	1870				
"	"	"	"	1871				
"	"	"	"	1872				
"	"	"	"	1873				
"	"	"	"	1874				
"	"	"	"	1875				
"	"	"	"	1876				
"	"	"	"	1877				
"	"	"	"	1878				
"	"	"	"	1879				
"	"	"	"	1880				
"	"	"	"	1881				
"	"	"	"	1882		748 65		
"	"	"	"	1883	4,831 80			
"	"	"	"	1884	50,878 12			
"	"	"	"	1885	92,473 97			
"	"	"	"	1886	65,561 51			
"	"	"	"	1887	49,617 92			
"	"	"	"	1888	54,166 57			
"	"	"	"	1889	89,486 18			
"	"	"	"	1890	22,226 23		*	*
"	"	"	"	1891	17,114 78		*	*
"	"	"	"	1892	29,771 65		*	*
"	"	"	"	1893			*	*
"	"	"	"	1894			*	*
"	"	"	"	1895			*	*
"	"	"	"	1896			*	*
"	"	"	"	1897	10,720 50		*	*
"	"	"	"	1898			*	*
"	"	"	"	1899			*	*
"	"	"	"	1900	2,750 00		*	*
"	"	"	"	1901			*	*
"	"	"	"	1902			*	*
"	"	"	"	1903			*	*
"	"	"	"	1904			*	*
"	"	"	"	1905			*	*
Total.					†489,599 23	748 65	*	*

\* Included in Rideau Canal.  
† Agreeing with Public Accounts, 1905, page 4.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

## SAULT STE. MARIE CANAL.

	Year ending June 30,	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure since Confederation	1868	.....	.....	.....	.....
" " " "	1869	.....	.....	.....	.....
" " " "	1870	.....	.....	.....	.....
" " " "	1871	.....	.....	.....	.....
" " " "	1872	.....	949 35	.....	.....
" " " "	1873	.....	.....	.....	.....
" " " "	1874	.....	.....	.....	.....
" " " "	1875	.....	.....	.....	.....
" " " "	1876	.....	.....	.....	.....
" " " "	1877	.....	.....	.....	.....
" " " "	1878	.....	.....	.....	.....
" " " "	1879	.....	.....	.....	.....
" " " "	1880	.....	.....	.....	.....
" " " "	1881	.....	.....	.....	.....
" " " "	1882	.....	.....	.....	.....
" " " "	1883	.....	.....	.....	.....
" " " "	1884	.....	.....	.....	.....
" " " "	1885	.....	.....	.....	.....
" " " "	1886	.....	.....	.....	.....
" " " "	1887	.....	.....	.....	.....
" " " "	1888	8,145 06	.....	.....	.....
" " " "	1889	34,018 95	.....	.....	.....
" " " "	1890	176,568 55	.....	.....	.....
" " " "	1891	325,336 33	.....	.....	.....
" " " "	1892	341,474 31	.....	.....	.....
" " " "	1893	589,801 25	.....	.....	.....
" " " "	1894	1,316,529 29	.....	.....	.....
" " " "	1895	466,151 50	.....	3,432 73	.....
" " " "	1896	189,986 59	.....	16,074 70	2,650 17
" " " "	1897	209,561 82	.....	15,381 59	7,671 79
" " " "	1898	21,004 56	.....	14,389 92	8,172 09
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,839 71
" " " "	1903	65,933 43	.....	16,077 22	10,855 70
" " " "	1904	32,029 54	.....	14,653 35	9,491 44
" " " "	1905	110,181 69	.....	15,681 55	14,776 33
Total .....		*4,423,675 99	997 74	153,084 43	98,530 68

\* Agreeing with Public Accounts, 1905, page 4.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Con.*

SOULANGES CANAL.

				Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
					\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868				
" since "				1869				
				1870				
				1871				
				1872				
				1873				
				1874				
				1875				
				1876				
				1877				
				1878				
				1879				
				1880				
				1881				
				1882				
				1883				
				1884				
				1885				
				1886				
				1887				
				1888				
				1889				
				1890				
				1891				
				1892	54,235 76			
				1893	210,336 24			
				1894	723,380 95			
				1895	752,016 53			
				1896	535,939 07			
				1897	363,126 06			
				1898	1,016,401 00			
				1899	1,442,824 22			
				1900	693,806 24		6,711 84	5,000 00
				1901	462,626 36	115 00	25,154 78	5,888 77
				1902	235,021 79		22,672 50	2,267 13
				1903	248,929 10		31,987 06	10,362 23
				1904	113,328 45	15,608 69	25,235 25	39,382 01
				1905	34,202 71	30,406 25	25,432 49	21,174 84
Total					*6,886,174 48	46,129 94	137,193 92	84,074 98

\* Included in total cost of St. Lawrence River and Canals, see part i, page 9.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to  
June 30, 1905.

Canal.	Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peters.....	248,762 84	399,784 30	648,547 14
Lachine.. . . .	2,589,532 85	8,885,578 80	11,475,111 65
Beauharnois.....	1,636,690 26	.....	1,636,690 26
St. Lawrence River and Canals.. . . .	18,442 85	3,108,984 37	3,127,427 22
Lake St. Louis.....	.....	298,176 11	298,176 11
Lake St. Francis. . . . .	.....	75,906 71	75,906 71
Cornwall.....	1,945,624 73	5,235,562 85	7,181,187 58
Williamsburg. { Farran's Point. . . . .	.....	877,090 57	10,185,853 21
{ Galops. . . . .	.....	5,819,923 75	
{ Rapide Plat. . . . .	.....	2,157,487 09	
{ Williamsburg . . . . .	1,320,655 54	10,696 26	
Welland. . . . .	7,693,824 03	18,386,542 10	26,080,366 13
St. Anne's. . . . .	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville . . . . .	63,053 64	4,119,039 32	4,182,092 96
Culbute. . . . .	382,776 46	.....	382,776 46
Rideau . . . . .	4,085,889 21	.....	4,085,889 21
St. Ours.....	121,537 65	.....	121,537 65
Chambly. . . . .	637,056 76	.....	637,056 76
Murray. . . . .	1,248,820 26	.....	1,248,820 26
Trent. . . . .	4,957,653 75	.....	4,957,653 75
Tay . . . . .	489,599 23	.....	489,599 23
Sault Ste. Marie . . . . .	4,423,675 99	.....	4,423,675 99
Soulanges. . . . .	6,886,174 48	.....	6,886,174 48
Total .. . . .	38,884,227 04	50,410,531 35	89,294,758 39

\* Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

\*RECAPITULATION--EXPENDITURE on Canals, also showing Revenue received.

	Year ending June 30.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government .....		20,593,866 13	98,378 46			
Government expenditure since Confederation. ....	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
"	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
"	1870		90,355 96	120,403 02	150,176 70	414,687 02
"	1871		116,429 54	135,040 81	140,467 52	488,538 76
"	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
"	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
"	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
"	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
"	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
"	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
"	1878	3,843,338 62		187,521 31	122,251 60	373,814 17
"	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
"	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
"	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
"	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
"	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
"	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
"	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
"	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
"	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
"	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
"	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
"	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
"	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
"	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
"	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
"	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
"	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
"	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
"	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
"	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
"	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
"	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
"	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
"	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
"	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
"	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
"	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
Total .....		89,294,758 39	4,013,941 07	9,453,518 45	7,488,370 66	13,405,515 56

\* This does not include expenditure which has been charged to Canals--General--but amounts expended on specified canals.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.







5-6 EDWARD VII., A. 1906

REVENUE STATEMENT.

CANAL REVENUE.					Total.	Hydraulic and Other Rents, &c.	Total Canal Revenue Accrued.	COLLECTION DIVISIONS.				DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Total.	Cost of Staff, Repairs and Offices of Collection chargeable to Revenue.
Totals.	Wharfage and Storage.	Pines.	Other Receipts.	\$				cts.	\$	cts.	On Account Canal Revenue.	On Account Hydraulic Rents.	\$		
	0 96					997 50	0 96			997 50					208,114 88
	281 08					1,454 50	281 08			1,454 50				998 46	3,585 75
						226 00				226 00				1,735 58	2,180 15
	1 00					15,505 16	1 00			15,505 16				226 00	773 26
														15,506 16	201 25
															125 00
	283 04					18,183 16	283 04			18,183 16				18,466 20	214,980 29
	16 00	20 00	8 00			3,000 00	44 00							44 00	369,530 82
	4 00					2,959 00	4 00			3,000 00				3,000 00	1,460 72
		20 00				5,123 00	20 00			2,959 00				2,963 00	960 10
		100 00				942 50	100 00			5,123 00				5,143 00	1,751 07
	766 80	5 00					771 80			942 50				1,042 50	1,044 40
	377 02					38,246 10	377 02							771 80	2,221 27
										38,246 10				38,623 12	8,225 69
	1,163 82	145 00	8 00			50,270 60	1,316 82			50,270 60				51,587 42	385,889 77
						106 25									51,966 67
		2 00				76 00	2 00			106 25				106 25	1,562 21
										76 00				78 00	1,562 39
															692 00
		2 00				182 25	2 00			182 25				184 25	55,783 27
															45,229 83
	12 00					473 00	12 00								
		4 00				44 00	4 00			473 00				485 00	474 54
										44 00				48 00	689 26
															805 55
	12 00	4 00				517 00	16 00			517 00				533 00	47,199 18



[illegible]

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

		Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....			10,766,725 54			
"	since	1868	483,353 65		359,961 08	420,752 58
"	"	1869	282,615 18		387,548 47	455,022 76
"	"	1870	1,729,381 49		445,208 75	471,245 09
"	"	1871	2,916,782 13		442,993 31	565,713 52
"	"	1872	5,131,141 51		595,076 22	622,900 56
"	"	1873	5,201,450 37		1,011,892 60	703,458 26
"	"	1874	3,614,898 81		1,847,175 24	893,430 17
"	"	1875	3,426,099 55		1,532,589 62	861,593 43
"	"	1876	1,108,321 59		1,277,197 79	848,861 46
"	"	1877	1,318,352 19		1,661,673 55	1,154,445 35
"	"	1878	408,816 74		1,811,273 56	1,378,946 78
"	"	1879	226,639 19		2,010,183 22	1,294,099 69
"	"	1880	2,048,014 60		1,607,956 70	1,520,310 45
"	"	1881	608,732 80		1,780,353 53	1,777,856 76
"	"	1882	585,568 79		2,080,592 37	2,100,315 85
"	"	1883	1,616,632 96		2,383,477 20	2,395,034 99
"	"	1884	1,405,377 52		2,366,719 95	2,376,666 19
"	"	1885	1,195,363 08		2,460,229 87	2,392,605 00
"	"	1886	544,958 17		2,508,473 10	2,406,858 88
"	"	1887	823,070 86		2,854,158 91	2,621,337 41
"	"	1888	742,203 09		3,300,481 94	2,937,337 40
"	"	1889	675,228 13		3,174,785 19	2,923,736 46
"	"	1890	365,246 48		3,500,455 80	2,958,243 38
"	"	1891	79,929 34		3,691,273 65	3,007,630 51
"	"	1892	168,101 77		3,458,891 39	2,978,950 82
"	"	1893	228,984 79		3,062,207 45	3,099,815 20
"	"	1894	166,362 43		2,999,317 07	3,020,485 74
"	"	1895	327,034 51		2,964,940 98	2,979,795 59
"	"	1896	259,105 23		3,029,304 08	2,994,201 93
"	"	1897	145,142 00		2,936,789 71	2,906,631 25
"	"	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
"	"	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
"	"	1900	1,796,348 29		4,444,296 25	4,599,423 14
"	"	1901	3,633,836 57		5,477,285 30	5,019,497 76
"	"	1902	4,621,841 05		5,596,939 57	5,720,990 50
"	"	1903	2,254,266 68		6,214,496 38	6,366,884 53
"	"	1904	†1,880,856 60		7,264,263 13	6,392,865 48
"	"	1905	3,937,621 93		8,535,689 91	6,833,561 50
Total .....			*68,038,702 75	280,000 00	107,824,542 28	98,931,960 94

Including \$296,672.90 charged to 'Consolidated Fund.'

† Expenditure for year.....	\$ 1,894,856 90
Less refunds of previous years. ....	14,000 30
	<hr/>
	\$ 1,880,856 60



SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 32 ..... \$68,038,702 75

Less amounts transferred from Capital to Consolidated Fund as follows :—

	Nova Scotia Ry.	European and North American Ry.	
1868.....	\$ 16,800 99	\$ 11,302 89	
1870.....	34,403 45	1,749 21	
1871.....	50,405 69	.....	
1873.....	106,899 59	75,311 08	
	<u>\$ 203,509 72</u>	<u>\$ 88,363 18</u>	
		208,509 72	
			<u>296,872 90</u>
			\$67,741,829 85
Cape Breton Railway, page 37.....			3,860,679 14
Oxford and New Glasgow Railway, page 36.....			1,949,063 21
Eastern Extension Railway, page 34.....			1,324,042 81
Montreal and European Short Line Railway, page 38 .....			333,942 72
Drummond County Railway, page 42.....			1,464,000 00
Canada Eastern Railway, page 45.....			800,000 00
			<u>*\$77,473,557 73</u>

\*Agreeing with Public Accounts, 1904-5, page 4.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

EASTERN EXTENSION RAILWAY.

				Year.	Capital.	Working Expenses.	Revenue received.
					\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Conferation.....							
"	since	"	.....	1868			
"	"	"	.....	1869			
"	"	"	.....	1870			
"	"	"	.....	1871			
"	"	"	.....	1872			
"	"	"	.....	1873			
"	"	"	.....	1874			
"	"	"	.....	1875			
"	"	"	.....	1876			
"	"	"	.....	1877			
"	"	"	.....	1878			
"	"	"	.....	1879			
"	"	"	.....	1880			
"	"	"	.....	1881			
"	"	"	.....	1882			
"	"	"	.....	1883			
"	"	"	.....	1884	1,284,311 97	10,033 77	30,767 66
"	"	"	.....	1885	2,055 92	78,273 65	73,050 01
"	"	"	.....	1886	183 79	94,756 06	66,893 11
"	"	"	.....	1887		94,254 04	64,107 10
"	"	"	.....	1888		90,954 73	70,552 20
"	"	"	.....	1889	34,235 73	90,719 04	72,436 65
"	"	"	.....	1890		79,102 77	84,658 95
"	"	"	.....	1891	3,255 40	*	†
"	"	"	.....	1892		*	†
"	"	"	.....	1893		*	†
"	"	"	.....	1894		*	†
"	"	"	.....	1895		*	†
"	"	"	.....	1896		*	†
"	"	"	.....	1897		*	†
"	"	"	.....	1898		*	†
"	"	"	.....	1899		*	†
"	"	"	.....	1900		*	†
"	"	"	.....	1901		*	†
"	"	"	.....	1902		*	†
"	"	"	.....	1903		*	†
"	"	"	.....	1904		*	†
"	"	"	.....	1905		*	†
Total .....					‡ 1,324,042 81	538,094 06	462,465 68

\* Included in Intercolonial Railway expenses.      † Included in Intercolonial Railway revenue.  
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,  
*Accountant.*  
DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to confederation .....				
" since " .....	1868			
" " " .....	1869			
" " " .....	1870			
" " " .....	1871			
" " " .....	1872			
" " " .....	1873			
" " " .....	1874			
" " " .....	1875			
" " " .....	1876			
" " " .....	1877			
" " " .....	1878			
" " " .....	1879			
" " " .....	1880			
" " " .....	1881			
" " " .....	1882			
" " " .....	1883			
" " " .....	1884			
" " " .....	1885			
" " " .....	1886	85,610 69		
" " " .....	1887	2,299 62		
" " " .....	1888	500 17		
" " " .....	1889			
" " " .....	1890			
" " " .....	1891			
" " " .....	1892			
" " " .....	1893			
" " " .....	1894			
" " " .....	1895			
" " " .....	1896			
" " " .....	1897			
" " " .....	1898			
" " " .....	1899			
" " " .....	1900			
" " " .....	1901			
" " " .....	1902			
" " " .....	1903			
" " " .....	1904			
" " " .....	1905			
Total. ....		*88,410 48		

\* Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of \$40,000, which sum was paid in March, 1893, to the Receiver General.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

OXFORD AND NEW GLASGOW.

	Year.	Capital.	Working Expenses.
		\$ cts.	\$ cts.
Government expenditure prior to Confederation..	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
Total ...		+ 1,949,063 21	†

\* Included in Intercolonial Railway Capital. † Included in Intercolonial Railway working expenses.  
‡ Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

## CAPE BRETON RAILWAY.

				Year.	Capital.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation				1868		
"	since	"		1869		
"	"	"		1870		
"	"	"		1871		
"	"	"		1872		
"	"	"		1873		
"	"	"		1874		
"	"	"		1875		
"	"	"		1876		
"	"	"		1877		
"	"	"		1878		
"	"	"		1879		
"	"	"		1880		
"	"	"		1881		
"	"	"		1882		
"	"	"		1883		
"	"	"		1884		
"	"	"		1885		
"	"	"		1886		
"	"	"		1887	76,501 89	
"	"	"		1888	689,450 50	
"	"	"		1889	1,083,276 60	
"	"	"		1890	1,170,523 62	
"	"	"		1891	521,441 62	
"	"	"		1892	99,936 96	
"	"	"		1893	59,982 74	
"	"	"		1894	158,770 61	
"	"	"		1895	*	
"	"	"		1896	*	
"	"	"		1897	405 00	
"	"	"		1898	389 60	
"	"	"		1899		
"	"	"		1900		
"	"	"		1901		
"	"	"		1902		
"	"	"		1903		
"	"	"		1904		
"	"	"		1905		
Total...					\$3,860,679 14	+

\* Included in Intercolonial Railway capital. + Included in Intercolonial Railway working expenses.  
§ Included in total cost of Intercolonial Railway system, see page 33.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

			Year.	Construction.	Working Expenses.
				\$ cts.	\$ cts.
Government expenditure prior to Confederation.			1868		
"	since	"	1869		
"	"	"	1870		
"	"	"	1871		
"	"	"	1872		
"	"	"	1873		
"	"	"	1874		
"	"	"	1875		
"	"	"	1876		
"	"	"	1877		
"	"	"	1878		
"	"	"	1879		
"	"	"	1880		
"	"	"	1881		
"	"	"	1882		
"	"	"	1883		
"	"	"	1884		
"	"	"	1885	49,587 45	
"	"	"	1886	135,214 38	
"	"	"	1887	24,157 32	
"	"	"	1888	397 35	
"	"	"	1889		
"	"	"	1890		
"	"	"	1891	124,568 23	
"	"	"	1892		
"	"	"	1893		
"	"	"	1894	17 99	
"	"	"	1895		
"	"	"	1896		
"	"	"	1897		
"	"	"	1898		
"	"	"	1899		
"	"	"	1900		
"	"	"	1901		
"	"	"	1902		
"	"	"	1903		
"	"	"	1904		
"	"	"	1905		
Total.....				*333,942 72	

\* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation . . . . .		3,114,735 11		
"                    since " . . . . . 1874	1874		750 00	
"                    " . . . . . 1875	1875	46,086 63	49,344 62	24,493 99
"                    " . . . . . 1876	1876	42,546 10	219,930 43	118,060 96
"                    " . . . . . 1877	1877	200,000 00	228,595 25	130,664 92
"                    " . . . . . 1878	1878	6,551 86	221,599 49	135,899 60
"                    " . . . . . 1879	1879	40,129 05	223,313 12	125,855 91
"                    " . . . . . 1880	1880	16,539 82	164,640 55	113,851 11
"                    " . . . . . 1881	1881		203,122 88	131,131 43
"                    " . . . . . 1882	1882	402 03	228,259 97	137,267 54
"                    " . . . . . 1883	1883	57,186 02	252,808 41	146,170 42
"                    " . . . . . 1884	1884	130,663 38	236,428 13	144,504 12
"                    " . . . . . 1885	1885	76,956 56	211,207 01	158,588 06
"                    " . . . . . 1886	1886	4,668 33	216,744 34	155,584 36
"                    " . . . . . 1887	1887	5,800 00	204,237 45	155,303 37
"                    " . . . . . 1888	1888		229,639 95	158,363 62
"                    " . . . . . 1889	1889		247,559 44	171,369 56
"                    " . . . . . 1890	1890		266,485 85	160,971 78
"                    " . . . . . 1891	1891		257,990 08	174,258 05
"                    " . . . . . 1892	1892	8,300 49	289,706 38	157,442 69
"                    " . . . . . 1893	1893		226,422 17	162,690 42
"                    " . . . . . 1894	1894		226,891 06	158,533 83
"                    " . . . . . 1895	1895		232,905 19	149,654 78
"                    " . . . . . 1896	1896		225,138 56	146,476 54
"                    " . . . . . 1897	1897		240,489 90	153,443 13
"                    " . . . . . 1898	1898	17,541 88	231,418 74	158,950 61
"                    " . . . . . 1899	1899	22,000 00	218,053 01	165,012 03
"                    " . . . . . 1900	1900	53,546 02	220,931 81	174,738 73
"                    " . . . . . 1901	1901	280,173 93	261,766 24	193,883 48
"                    " . . . . . 1902	1902	475,997 94	270,159 97	197,999 93
"                    " . . . . . 1903	1903	829,414 18	259,637 82	217,714 24
"                    " . . . . . 1904	1904	698,877 47	335,695 44	234,390 03
"                    " . . . . . 1905	1905	591,412 65	370,464 44	217,330 61
Total . . . . .		*6,719,529 45	7,272,337 70	4,830,599 85

\* Agrees with Public Accounts Balance Sheet, 1903-1904, page 4.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including Subsidy of \$25,000,000.	Working Expenses.	Revenue received.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				
"                    since                    ".....	1868			
"                    "                    ".....	1869			
"                    "                    ".....	1870			
"                    "                    ".....	1871	30,148 32		
"                    "                    ".....	1872	489,428 16		
"                    "                    ".....	1873	561,818 44		
"                    "                    ".....	1874	310,224 88		
"                    "                    ".....	1875	1,546,241 67		
"                    "                    ".....	1876	3,346,567 06		
"                    "                    ".....	1877	1,691,149 97		
"                    "                    ".....	1878	2,228,373 13		
"                    "                    ".....	1879	2,240,285 47		
"                    "                    ".....	1880	4,044,522 72	78,892 01	104,975 69
"                    "                    ".....	1881	4,968,503 93	236,944 98	291,498 06
"                    "                    ".....	1882 (1)	4,589,075 79	1,786 20	
"                    "                    ".....	1883 (2)	10,033,800 04	266 09	
"                    "                    ".....	1884 (3)	11,192,722 02	327 02	
"                    "                    ".....	1885 (4)	9,900,281 53		
"                    "                    ".....	1886 (5)	3,672,584 81		
"                    "                    ".....	1887 (6)	915,057 49		
"                    "                    ".....	1888	52,098 65		
"                    "                    ".....	1889	86,716 07		
"                    "                    ".....	1890	40,980 54		
"                    "                    ".....	1891	37,367 00		
"                    "                    ".....	1892	66,211 39		
"                    "                    ".....	1893	413,836 49		
"                    "                    ".....	1894	146,539 87		
"                    "                    ".....	1895	49,209 77		
"                    "                    ".....	1896	65,669 49		
"                    "                    ".....	1897	14,054 50		
"                    "                    ".....	1898	692 17		
"                    "                    ".....	1899	8,418 53		
"                    "                    ".....	1900	236 11		
"                    "                    ".....	1901	8,978 87		
"                    "                    ".....	1902	448 70		
"                    "                    ".....	1903			
"                    "                    ".....	1904	33,076 39		
"                    "                    ".....	1905			
Total.....		62,785,319 97	318,216 30	396,473 75

\* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

(1) Including.....	\$ 2,210,000 00	on account subsidy.
(2) ".....	5,323,076 60	"
(3) ".....	7,254,208 27	"
(4) ".....	6,862,201 00	"
(5) ".....	2,890,427 00	"
(6) ".....	460,087 13	"
	<u>†\$25,000,000 00</u>	

† See also Statement No. 3, page 50, for the expenditure.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

## ANNAPOLIS AND DIGBY RAILWAY.

				Year.	Capital.	Income Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation . . . . .				1868		
" since " . . . . .				1869		
" " " . . . . .				1870		
" " " . . . . .				1871		
" " " . . . . .				1872		
" " " . . . . .				1873		
" " " . . . . .				1874		
" " " . . . . .				1875		
" " " . . . . .				1876		
" " " . . . . .				1877		
" " " . . . . .				1878		
" " " . . . . .				1879		
" " " . . . . .				1880		
" " " . . . . .				1881		
" " " . . . . .				1882		
" " " . . . . .				1883		
" " " . . . . .				1884		
" " " . . . . .				1885		
" " " . . . . .				1886		
" " " . . . . .				1887		
" " " . . . . .				1888		
" " " . . . . .				1889	9,847 27	
" " " . . . . .				1890	381,942 75	
" " " . . . . .				1891	196,869 36	
" " " . . . . .				1892	26,129 89	
" " " . . . . .				1893	2,190 62	
" " " . . . . .				1894	1,675 36	
" " " . . . . .				1895	570 55	
" " " . . . . .				1896		
" " " . . . . .				1897	41,457 29	
" " " . . . . .				1898		
" " " . . . . .				1899		
" " " . . . . .				1900		
" " " . . . . .				1901		8,381 82
" " " . . . . .				1902		
" " " . . . . .				1903		
" " " . . . . .				1904		
" " " . . . . .				1905		
Total . . . . .					660,683 09	8,381 82

\* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

DRUMMOND COUNTY RAILWAY.

				Year.	Construction.	Working Expenses.
					\$ cts.	\$ cts.
Government expenditure prior to Confederation.....				1868		
" since "				1869		
" " "				1870		
" " "				1871		
" " "				1872		
" " "				1873		
" " "				1874		
" " "				1875		
" " "				1876		
" " "				1877		
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" " "				1892		
" " "				1893		
" " "				1894		
" " "				1895		
" " "				1896		
" " "				1897		
" " "				1898		
" " "				1899		
" " "				1900	1,459,000 00	
" " "				1901		
" " "				1902	5,000 00	
" " "				1903		
" " "				1904		
" " "				1905		
Total.....					*1,464,000 00	

\* Included in total cost of Intercolonial Railway system, page 33.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(Stikine Teslin Railway.)

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation . . . . .	1868	
" since " . . . . .	1869	
" " " . . . . .	1870	
" " " . . . . .	1871	
" " " . . . . .	1872	
" " " . . . . .	1873	
" " " . . . . .	1874	
" " " . . . . .	1875	
" " " . . . . .	1876	
" " " . . . . .	1877	
" " " . . . . .	1878	
" " " . . . . .	1879	
" " " . . . . .	1880	
" " " . . . . .	1881	
" " " . . . . .	1882	
" " " . . . . .	1883	
" " " . . . . .	1884	
" " " . . . . .	1885	
" " " . . . . .	1886	
" " " . . . . .	1887	
" " " . . . . .	1888	
" " " . . . . .	1889	
" " " . . . . .	1890	
" " " . . . . .	1891	
" " " . . . . .	1892	
" " " . . . . .	1893	
" " " . . . . .	1894	
" " " . . . . .	1895	
" " " . . . . .	1896	
" " " . . . . .	1897	
" " " . . . . .	1898	
" " " . . . . .	1899	
" " " . . . . .	1900	
" " " . . . . .	1901	
" " " . . . . .	1902	283,323 55
" " " . . . . .	1903	
" " " . . . . .	1904	
" " " . . . . .	1905	
Total. . . . .		283,323 55

\* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENTS OF THE ACCOUNTANT.

National Transcontinental Railway.

	Year.	Construction.
		\$ cts.
Government expenditure prior to Confederation.....	.....	.....
" since " .....	1868	.....
" .....	1869	.....
" .....	1870	.....
" .....	1871	.....
" .....	1872	.....
" .....	1873	.....
" .....	1874	.....
" .....	1875	.....
" .....	1876	.....
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" .....	1878	.....
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" .....	1889	.....
" .....	1890	.....
" .....	1891	.....
" .....	1892	.....
" .....	1893	.....
" .....	1894	.....
" .....	1895	.....
" .....	1896	.....
" .....	1897	.....
" .....	1898	.....
" .....	1899	.....
" .....	1900	.....
" .....	1901	.....
" .....	1902	.....
" .....	1903	.....
" .....	1904	6,249 40
" .....	1905	778,491 28
Total.....	.....	* 784,740 68

\* Agrees with Public Accounts Balance Sheet, 1904-1905, page 8.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



SESSIONAL PAPER No. 20

STATEMENTS OF THE ACCOUNTANT.

Canada Eastern Railway.

			Year.	Construction.
				\$ cts.
Government expenditure prior to Confederation.....			1868	
" since "			1869	
" " "			1870	
" " "			1871	
" " "			1872	
" " "			1873	
" " "			1874	
" " "			1875	
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" " "			1894	
" " "			1895	
" " "			1896	
" " "			1897	
" " "			1898	
" " "			1899	
" " "			1900	
" " "			1901	
" " "			1902	
" " "			1903	
" " "			1904	
" " "			1905	800,000 00
Total.....				800,000 00

Included in total cost of Intercolonial Railway System, page 33.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing amount expended on Capital Account on Railways.

Railways.		
	\$ cts.	\$ cts.
Intercolonial.....	67,741,829 85	
Cape Breton.....	3,860,679 14	
Oxford and New Glasgow.....	1,949,063 21	
Eastern Extension.....	1,324,042 81	
Drummond County.....	1,464,000 00	
Montreal and European Short Line ..	333,942 72	
Canada Eastern ...	800,000 00	
		77,473,557 73
Carleton Pranch.....		48,410 48
Prince Edward Island.....		6,719,529 45
Canadian Pacific... ..		62,785,319 97
Annapolis and Digby.....		660,683 09
Yukon Territory Works (Stikine-Teslin Ry).....		283,323 55
National Transcontinental.....		784,740 68
Governor Generals Car .....		17,955 93
Total.....		148,773,520 88
Memo. re Recapitulation—Railways.		
Total cost as per statement above.....		148,773,520 88
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 33.....		296,872 90
Agreeing with total cost of construction, as per statement, page 47... ..		149,070,393 78

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

## RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue.
		\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
"                    since                    "	1868	483,353 65	359,961 08	420,752 58
"                    "                    "	1869	282,615 18	387,548 47	455,022 76
"                    "                    "	1870	1,729,381 49	445,208 75	471,245 09
"                    "                    "	1871	2,946,930 45	442,993 31	565,713 52
"                    "                    "	1872	5,620,569 67	595,076 22	622,900 56
"                    "                    "	1873	5,763,268 81	1,011,892 60	703,458 26
"                    "                    "	1874	3,925,123 69	1,847,925 24	893,430 17
"                    "                    "	1875	5,018,427 85	1,581,934 24	886,087 42
"                    "                    "	1876	4,497,434 75	1,497,128 22	966,922 42
"                    "                    "	1877	3,209,502 16	1,890,268 80	1,285,110 27
"                    "                    "	1878	2,643,741 73	2,032,873 05	1,514,846 38
"                    "                    "	1879	2,507,053 71	2,233,496 34	1,419,955 60
"                    "                    "	1880	6,109,077 14	1,851,489 26	1,739,137 25
"                    "                    "	1881	5,577,236 73	2,220,421 39	2,200,486 25
"                    "                    "	1882	5,175,046 61	2,310,638 54	2,237,583 39
"                    "                    "	1883	11,707,619 02	2,636,551 70	2,541,205 41
"                    "                    "	1884	14,013,074 89	2,613,508 87	2,551,937 97
"                    "                    "	1885	11,224,244 54	2,749,710 53	2,624,243 07
"                    "                    "	1886	4,443,220 17	2,819,973 50	2,628,336 35
"                    "                    "	1887	1,846,887 18	3,152,650 40	2,840,747 88
"                    "                    "	1888	1,765,582 11	3,621,076 62	3,166,253 22
"                    "                    "	1889	2,709,857 37	3,513,063 67	3,167,542 67
"                    "                    "	1890	2,392,767 99	3,846,044 42	3,203,874 11
"                    "                    "	1891	1,184,317 34	3,949,263 73	3,181,888 56
"                    "                    "	1892	417,425 73	3,748,597 77	3,136,393 51
"                    "                    "	1893	712,917 44	3,288,629 62	3,262,505 62
"                    "                    "	1894	585,749 01	3,226,208 13	3,179,019 57
"                    "                    "	1895	376,814 83	3,197,846 17	3,129,450 37
"                    "                    "	1896	324,774 72	3,254,442 64	3,140,678 47
"                    "                    "	1897	204,624 31	3,195,959 58	3,060,074 38
"                    "                    "	1898	270,990 85	3,507,248 88	3,313,847 10
"                    "                    "	1899	1,112,348 47	3,696,612 31	3,940,570 11
"                    "                    "	1900	3,309,130 42	4,665,228 06	4,774,161 87
"                    "                    "	1901	3,922,989 37	5,739,051 54	5,213,381 24
"                    "                    "	1902	5,386,611 24	5,861,099 54	5,918,990 43
"                    "                    "	1903	3,083,680 86	6,474,134 20	6,584,598 77
"                    "                    "	1904	2,619,059 86	7,599,958 57	6,627,255 51
"                    "                    "	1905	6,125,481 79	8,906,154 35	7,050,892 11
Total .....		*149,110,393 78	115,971,870 31	104,620,500 22

\*Total amount paid on construction.....\$ 149,110,393 78

Less amount received from the City of St. John, N.B., as purchase of the Carleton  
Branch Railway . . . . . 40,000 00

Total cost of construction.....†\$ 149,070,393 78

†Agreeing with amount expended on capital, see page 46.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



5-6 EDWARD VII., A. 1906

STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending June 30.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Railways.	General.	Canals.	Railways.	General.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1868.			6,305 66	12,000 00		2,416 66	20,722 32
1869.			8,367 52	12,000 00		1,000 00	21,367 52
1870.			7,853 03	18,698 89		7,679 78	34,231 70
1871.			34,773 72	12,018 98			46,792 70
1872.			20,049 50	12,208 76			32,258 26
1873.			36,891 74	12,099 44		6,889 20	55,880 38
1874.			40,098 84	12,959 25		5,428 98	58,487 07
1875.			35,579 24	12,047 43		5,620 17	53,246 84
1876.			42,920 10	86 08		5,690 28	48,696 46
1877.				51 87	43,639 97		43,691 84
1878.	1,860 00			556 00		34,388 59	36,804 59
1879.							
1880.	2,561 55			323 16			2,884 71
1881.	2,338 41			5,535 22			7,873 63
1882.				9,826 23			9,826 23
1883.	11,781 27			6,978 54			18,759 81
1884.	7,486 62	62,256 58		8,305 41			78,048 61
1885.	16,725 47	11,003 38		1,210 61			28,939 46
1886.	20,323 62	10,383 59		776 30			31,483 51
1887.	20,873 21	23,545 34		649 04			45,067 59
1888.	34,533 07	22,898 90		5,799 83			63,231 80
1889.	10,091 87	16,552 64		5,207 64			31,852 15
1890.	16,426 69	50,909 74		49,550 21			116,886 64
1891.	16,925 31	16,314 41		56,922 05			90,161 77
1892.	6,540 49	19,062 51		65,074 07			90,677 07
1893.	8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.	4,178 85	4,855 11	15,746 31	60,265 22			85,045 49
1895.	10,695 48	13,221 27	19,304 87	60,769 56			103,991 18
1896.	10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.	2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.	1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.	1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.	11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.	12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.	3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.	2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.	3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.	1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
	244,230 01	624,671 16	598,244 06	1,142,440 77	45,039 97	69,711 05	2,724,337 02

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.



## SESSIONAL PAPER No. 20

## RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1905.

## EXPENDITURE.

*Chargeable to Capital Account—*

Railways, <i>see</i> Statement page 46	\$ 148,773,520 88
Canals " " 28	89,294,758 39
	<u>\$238,068,279 27</u>

*Chargeable to Consolidated Fund—*

* Railway Subsidies as per Statement No. 3, page 50	\$ 32,617,560 69
---	------------------

*Income Account—*

Intercolonial Railway, <i>see</i> page 32	\$ 280,000 00
Add transferred from Capital " 33	296,872 90
Railways " 48	624,671 16
Canals " 28	4,013,941 07
" " 48	244,230 01
General, Railways and Canals " 48	598,244 06
	<u>6,057,959 20</u>

*Revenue Account—*

Canals—Operating and maintaining Staff, <i>see</i> page 28	\$ 9,453,518 45
Canals—Repairs, <i>see</i> page 28	7,488,370 66
" " 48	1,142,440 77
Railways—Working Expenses, <i>see</i> page 47	115,971,870 31
" " 48	45,039 97
General—Railways and Canals " 48	69,711 05
	<u>134,170,951 21</u>
	<u>172,846,471 10</u>

Total expenditure on Railways and Canals. . . . . \$410,914,750 37

## EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS.

## RAILWAYS.

Capital Account	\$ 148,773,520 88
Consolidated Fund	149,836,015 03
	<u>\$ 298,609,535 91</u>

## CANALS.

Capital Account	\$ 89,294,758 39
Consolidated Fund	22,342,500 96
	<u>111,637,259 35</u>

## GENERAL, COMMON TO BOTH.

Consolidated Fund	667,955 11
Total expenditure on Railways and Canals	<u>\$ 410,914,750 37</u>

## REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to June 30, 1905 (for details <i>see</i> page 47)	\$ 104,620,500 22
Canals " " " " 28)	13,405,515 56
Total Revenue, Railways and Canals	<u>\$ 118,026,015 78</u>

\* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 granted by 47 Vic., ch. 8 (1884) for the line between Ottawa and Quebec, which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-99, page x.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, October 31, 1905.







## PART II

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND  
SUPERINTENDENTS OF CANALS

1904-1905







## DEPARTMENT OF RAILWAYS AND CANALS.

## LISTS OF ANNUAL REPORTS UNDER THIS COVER.

1. M. J. Butler, Chief Engineer Railways and Canals, General Report.
2. D. Pottinger, General Manager Government Railways, I.C.R.  
W. B. MacKenzie, Chief Engineer, I.C.R.  
T. C. Burpee, Engineer of Maintenance, I.C.R.  
G. R. Joughins, Superintendent of Motive Power, I.C.R.  
T. Williams, Chief Accountant and Treasurer, I.C.R.
3. D. Pottinger, General Manager Government Railways, Windsor Branch.  
T. C. Burpee, Engineer of Maintenance, Windsor Branch.  
T. Williams, Chief Accountant and Treasurer, Windsor Branch.
4. D. Pottinger, General Manager Government Railways, P.E.I. Ry.  
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.  
G. A. Sharp, Superintendent, P.E.I. Ry.  
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.  
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
5. E. Marceau, Superintending Engineer, Quebec Canals.
6. L. N. Rheaume, St. Lawrence Canals.
7. W. A. Stewart Superintendent of Operation, St. Lawrence Canals.
8. A. J. Grant, Engineer in Charge, Port Colborne Improvements.
9. J. L. Weller, Superintending Engineer, Welland Canal.
10. F. B. Fripp, Engineer in Charge, Sault Ste. Marie.
11. J. C. Boyd, Superintendent, Sault Ste. Marie.
12. R. B. Rogers, Superintendent Engineer, Trent Canal.
13. A. T. Phillips, Superintending Engineer, Rideau Canal.
14. J. H. Devereaux, Lock Master, St. Peters Canal.
15. J. H. McClellan, Superintendent, Trent Canal.
16. E. J. Walsh, Trent Canal Surveys.







CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,  
OFFICE OF THE CHIEF ENGINEER,  
OTTAWA, November 1, 1905.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1905, covering, however, the works of construction up to October 1, 1905.

In presenting my present report as Chief Engineer of the department, I desire to say that, owing to the recent date of my accession to the position, it has been impossible for me to write with full personal knowledge of the facts. My inspection of the works has necessarily been of a somewhat hurried character, as I have been precluded, by lack of time, from the closer examination into their details that I should wish to make. My observations are, however, supplemented by the attached reports of the various superintending engineers and other officers, who have furnished the data from which my own report is, mainly, compiled.

*First.*—The annual report of the General Manager of Government Railways, to which are attached the report of the Chief Engineer, the Engineer of Maintenance, the Mechanical Superintendent of the Intercolonial division and the reports of the Superintendent of the Prince Edward Island division, with statements of accounts prepared by the Accountants of these roads.

*Second.*—The annual reports of the Superintending Engineers of the several canals, and of the Superintendents of the Sault Ste. Marie canal, the St. Peter's canal, Trent and of the St. Lawrence canals. The engineer in charge of the improvements of the upper entrance of the Welland canal and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie canal.

The following shows the length of the government railways in operation on June 30, 1905:—

INTERCOLONIAL RAILWAY.

MAIN LINE AND BRANCHES.		Miles.
Halifax to Truro.. . . . .		61·83
Dartmouth Branch.. . . . .		12·38
Truro to Moncton.. . . . .		124·03
Moncton to St. John.. . . . .		89·36
Point du Chene Branch.. . . . .		11·38
Moncton to Campbellton.. . . . .		185·16
Campbellton to Ste. Flavie.. . . . .		105·09
Indian-Town Branch.. . . . .		13·51



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	Miles.
Ste. Flavie to Rivière du Loup.. . . . .	83·28
Rivière Ouelle Branch.. . . . .	6·25
Rivière du Loup to Point Lévis.. . . . .	115·47
Hadlow to Chaudière Curve.. . . . .	5·62
Chaudière to Ste. Rosalie.. . . . .	115·95
St. Charles Junction to Chaudière Junction.. . . . .	16·98
Nicolet Branch.. . . . .	14·61
Dalhousie Branch.. . . . .	7·00
Pictou to Oxford Junction.. . . . .	69·10
Brown's Point to Stellarton.. . . . .	12·23
Junction near New Glasgow to Pictou Landing.. . . . .	7·76
Pugwash Junction to Pugwash.. . . . .	4·70
Truro to Mulgrave.. . . . .	123·07
Point Tupper to Sydney.. . . . .	91·48
North Sydney Branch.. . . . .	4·38
Fredericton to Loggieville.. . . . .	125·00
	<hr/>
	1,405·62

## LEASED.

Length of main line from Point Lévis to Hadlow..	1·50
Chaudière Curve to Chaudière.. . . . .	1·18
Ste. Rosalie Junction to Montreal.. . . . .	37·62
	<hr/>
	40·30
	<hr/>
	1,445·92

## FREIGHT BRANCHES AND Y'S OWNED.

Y's at Windsor Junction, Truro, Brown's Point, Oxford Junction, Painsec Junction, Moncton, Chaudière, Springhill Junction, Stellarton, Mulgrave, Nth. Sydney Junction, Newcastle, Rivière Ouelle, St. Charles Junction, St. Leonard Junction, Ste. Rosalie Junction.. . .	3·62
Switch near North Street to D.W.T., Halifax.. . .	·85
Halifax Cotton Factory.. . . . .	2·10
Dartmouth Station to end of line.. . . . .	2·29
Stewiacke Wharf Branch.. . . . .	·87
Sydney Station to Wharf.. . . . .	·90
North Sydney Station to Wharf.. . . . .	·78
Switch near Pictou Landing to Coal Wharf.. . .	·75
Pictou Station to Wharf.. . . . .	·15
Pictou Station to Copper Crown Smelter.. . . .	·72
Logan's Tannery Siding.. . . . .	·48
Pugwash Station to Wharf.. . . . .	·07
Sackville Wharf Branch.. . . . .	·47
Dorchester Wharf Branch.. . . . .	1·00



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	Miles.
Moncton Wharf Branch.. . . . .	1·00
Courtney Bay Branch.. . . . .	2·39
St. John Water Front Extension.. . . . .	·44
St. John Station to Deep Water Wharf.. . . . .	·28
Newcastle Wharf Branch.. . . . .	1·75
Dalhousie Station to Wharf Branch.. . . . .	·40
Campbellton Wharf Branch.. . . . .	·43
Rimouski Wharf Branch.. . . . .	2·00
Trois Pistoles Spur.. . . . .	2·38
Rivière du Loup Wharf Branch.. . . . .	4·35
St. Pacome Spur.. . . . .	1·27
Nicolet Station to Wharf.. . . . .	2·05
Carmel Branch, Main Line to Village (estimated).	1·05
Blackville to Indiantown.. . . . .	8·50
	<hr/> 43·34
	<hr/> 1,489·26

WINDSOR BRANCH.

Windsor Junction to Windsor.. . . . .	32
---------------------------------------	----

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish.. . . . .	166
Mount Stewart to Georgetown.. . . . .	24
Charlottetown to Royalty Junction.. . . . .	5
Emerald Junction to Cape Traverse.. . . . .	13
Alberton to Cascumpec Wharf.. . . . .	1
	<hr/> 209
Total length of government railways.. . . . .	<hr/> 1,730·26



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The result of the year's operations of the government railways may be stated as follows:—

Name of Railway.	Mileage in Operation	Amount.		Profit.	Loss.
		\$ cts.		\$ cts.	\$ cts.
Intercolonial Division.....	1,446	{ Working expenses...	8,508,826 75		
		{ Earnings .....	6,783,522 83		1,725,303 92
Windsor Branch....	32	{ One-third earnings..	50,038 67		
		{ Maintenance....	26,863 16		
				23,175 51	
Prince Edward Island Division...	209	{ Working expenses...	370,464 44		
		{ Earnings.....	217,330 61		153,133 83
Total miles.....	1,687			23,175 51	1,878,437 75
		Deduct profit from loss.....			23,175 51
		Net loss.....			1,855,262 24

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition; the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

The gross earnings of the government railways for the last two years compare as follows:—

	1903-1904	1904-1905
Intercolonial Division.. . . . .	\$6,339,231 43	\$6,783,522 83
Windsor Branch.. . . . .	53,634 05	50,038 67
Prince Edward Island Division....	234,390 03	217,330 61
	<hr/>	<hr/>
	\$6,627,255 51	\$7,050,892 11

Showing an increase in the gross earnings of \$423,636.60.

The gross working expenses of the government railways for the last two years compare as follows:—

	1903-1904.	1904-1905.
Intercolonial Division.....	\$7,239,982 04	\$8,508,826 75
Windsor Branch.. . . . .	24,281.09	26,863 16
Prince Edward Island Division....	335,695 44	370,464 44
	<hr/>	<hr/>
Total.. . . . .	\$7,599,958 57	\$8,906,154 35
Gross working expenses of government railways.. . .	\$8,906,154 35	
Gross earnings of government railways.. . . . .	7,050,892 11	

Excess of working expenses, which include rental,  
\$140,000, over earnings.. . . . . \$1,855,262 24



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Showing an increase in working expenses for the year, compared with the previous year, of \$1,306,195.78, which is made up of the following:—

	1903-1904.		1904-1905.		Difference.	
					Increase.	Decrease.
	\$	c.	\$	c.	\$	c.
Locomotive power.....	2,732,396	72	3,226,195	30	493,798	58
Car expenses.....	1,762,273	89	2,096,829	13	334,555	24
Maintenance of way and works.....	1,619,780	67	1,885,618	31	265,837	64
Station expenses.....	922,528	95	989,698	05	67,179	10
General charges.....	533,529	51	551,748	04	18,218	53
Rental leased lines.....	140,000	00	140,000	00	Nil.	
	7,712,509	74	8,890,088	83		
Car mileage.....	-112,551	17	+16,065	52		
Net increase.....	7,599,958	57	8,906,154	35	1,306,195	78

INTERCOLONIAL DIVISION.

COMPARATIVE Statement of Ocean-borne Passenger Business done at the Port of Halifax during the Winter Seasons of 1903-4 and 1904-5.

Name of Steamer.	1903-1904.			Name of Steamer.	1904-1905.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Pretorian.....	61	1,351	1,412	Pretorian.....	33	613	646
Parisian.....	101	1,399	1,500	Parisian.....	61	1,217	1,278
Bavarian.....	175	2,314	2,689	Bavarian.....	76	1,882	1,958
Corinthian.....	29	578	607	Corinthian.....	35	714	749
Cambroman.....	Nil.	52	52	Virginian.....	25	832	857
Siberian.....	11	556	567	Siberian.....	8	522	530
Mongolian.....	Nil.	502	502	Mongolian.....	8	241	249
Corean.....	5	165	170	Dania.....	7	454	461
Assyrian.....	Nil.	837	837	Albano.....	Nil.	452	452
Numidian.....	26	803	829	Numidian.....	4	114	118
Arcadian.....	Nil.	1,945	1,945	Victorian.....	34	881	915
Canada.....	81	1,314	1,395	Canada.....	36	1,337	1,373
Carthaginian.....	22	393	415	Carthaginian.....	8	539	547
Tunisian.....	248	2,868	3,116	Tunisian.....	54	1,390	1,444
Sardinian.....	Nil.	260	260	Sardinian.....	5	272	277
Laurentian.....	24	823	847	Laurentian.....	8	689	697
Pomeranian.....	1	372	373	Pomeranian.....	Nil.	229	229
Lake Champlain.....	169	825	994				
Ionian.....	115	1,661	1,776	Ionian.....	75	1,496	1,571
Dominion.....	27	731	758	Dominion.....	23	431	454
Sicilian.....	20	802	822	Sicilian.....	25	977	1,002
Pallanza.....	Nil.	138	138	Pallanza.....	Nil.	1,012	1,012
Barcelona.....	Nil.	1,508	1,508	Vancouver.....	7	360	367
Kensington.....	Nil.	913	913	Kensington.....	11	394	405
Buenos Ayrean.....	Nil.	39	39	Buenos Ayrean.....	4	457	461
Sarmatian.....	Nil.	277	277	Sarmatian.....	2	157	159
Southwark.....	Nil.	512	512				
Malon.....	Nil.	191	191				
Total.....	1,115	24,329	25,444	Total.....	549	17,662	18,211

\* NOTE.—Of the above 17,237 travelled by the Canadian Pacific Railway, and 2,125 travelled by the Intercolonial Railway.







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The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended June 30, 1905, at the cost of revenue to maintain the work:—

	Engines.	Passenger Car Stock.					Conductor's van.	Box car.	Platform cars.	Refrigerator cars.	Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Rotary snow ploughs.	
		1st class sleeping and parlour.	1st class.	2nd class sleepers.	2nd class.	Baggage and express.										
Total.....			4					5	35			4		1		1

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 1876, when the road was first opened as a through line to the west.

Year.	Average Miles in Operation.	Working Expenses.		Gross Earnings.		Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		\$	c.	\$	c.	\$	c.		
1876-77.....	714	1,661,673	55	1,154,445	33		507,228 22	421,327	513,420
1877-78.....	714	1,816,273	56	1,378,946	78		432,326 78	522,710	518,957
1878-79.....	714	2,010,183	22	1,294,009	69		716,083 53	510,861	640,101
1879-80.....	829	1,603,429	71	1,506,298	48		97,131 23	561,924	581,483
1880-81.....	840	1,759,851	27	1,760,393	92	542 65		725,777	631,245
1881-82.....	840	2,069,657	48	2,079,262	66	9,605 18		838,956	779,994
1882-83.....	840	2,360,373	27	2,370,910	10	10,547 83		970,961	878,600
1883-84.....	887	2,377,433	62	2,384,414	92	6,981 30		1,009,237	944,636
1884-85.....	941	2,519,751	56	2,441,203	66		78,547 90	989,986	957,228
1885-86.....	946	2,583,999	67	2,450,093	88		133,905 79	1,023,788	932,880
1886-87.....	977	2,922,369	62	2,660,116	93		262,252 39	1,143,020	942,784
1887-88.....	971	3,366,781	74	2,983,336	05		383,445 69	1,288,823	1,040,163
1888-89.....	971	3,244,647	73	2,967,801	00		276,847 73	1,218,877	1,136,272
1889-90.....	971	3,560,575	74	3,012,739	87		847,835 87	1,368,819	1,219,233
1890-91.....	1,094	3,662,341	94	2,977,395	38		684,946 56	1,304,534	1,298,304
1891-92.....	1,142	3,439,377	00	2,945,441	97		493,935 03	1,264,575	1,297,732
1892-93.....	1,142	3,045,317	50	3,065,499	09	20,181 59		1,388,080	1,292,878
1893-94.....	1,142	2,981,671	98	2,987,510	27	5,838 29		1,342,710	1,301,062
1894-95.....	1,142	2,936,902	74	2,940,717	95	3,815,21		1,276,816	1,352,667
1895-96.....	1,142	3,012,827	62	2,957,640	10		55,187 52	1,379,618	1,471,866
1896-97.....	1,145	2,925,968	67	2,866,028	02		59,940 65	1,296,028	1,501,690
1897-98.....	1,201	3,327,648	51	3,117,669	85		209,978 66	1,424,576	1,523,444
*1898-99.....	1,301	3,675,686	21	3,738,331	44	62,645 43		1,750,761	1,603,095
*1899-1900.....	1,301	4,431,404	69	4,552,071	71	120,667 02		2,151,208	1,791,754
*1900-01.....	1,301	5,460,422	64	4,972,235	87		488,186 77	2,111,310	2,025,295
*1901-02.....	1,301	5,574,563	30	5,671,385	91	96,822 61		2,385,816	2,186,226
*1902-03.....	1,315	6,196,653	19	6,324,323	72	127,670 53		2,790,737	2,404,230
*1903-04.....	1,321	7,239,982	04	6,339,231	43		900,750 61	2,664,149	2,663,156
*1904-05.....	1,446	8,508,826	75	6,783,522	83		1,725,303 92	2,782,257	2,810,960

\* The working expenses include the rental paid for leased line.



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INTERCOLONIAL RAILWAY.

STATEMENT of Earnings from the several sources named from June 30, 1876, to June 30, 1905.

Year.	Miles in operation.	Passenger traffic.	Freight traffic.	Mails and sundries.	Total.
		£ c.	£ c.	£ c.	£ c.
1876-77.	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-78.	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-79.	714	451,893 29	753,490 85	88,715 55	1,294,009 69
1879-80.	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-81.	840	545,114 48	1,113,872 21	101,407 23	1,760,393 92
1881-82.	840	651,296 94	1,303,495 00	124,470 72	2,079,262 66
1882-83.	840	741,992 72	1,487,601 98	141,326 40	2,370,910 10
1883-84.	887	775,783 77	1,461,390 37	147,240 78	2,384,414 92
1884-85.	941	747,585 13	1,542,052 18	151,566 35	2,441,203 66
1885-86.	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-87.	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-88.	971	884,448 07	1,932,877 85	166,010 13	2,983,336 05
1888-89.	971	906,246 47	1,909,094 44	152,460 09	2,967,801 00
1889-90.	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-91.	1,094	962,316 88	1,854,629 88	160,448 62	2,977,395 38
1891-92.	1,142	961,427 94	1,803,529 03	180,485 00	2,945,441 97
1892-93.	1,142	1,002,912 74	1,868,823 84	194,468 80	3,065,499 09
1893-94.	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-95.	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-96.	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-97.	1,145	979,005 57	1,687,050 42	199,972 03	2,866,028 02
1897-98.	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-99.	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-00.	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 71
1900-01.	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-02.	1,315	1,770,941 13	3,644,513 42	255,931 36	5,671,385 91
1902-03.	1,315	1,927,916 97	4,128,255 00	268,151 75	6,324,323 72
1903-04.	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-05.	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 83



## SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight Carried from  
June 30, 1876, to June 30, 1905.

Year.	Miles in operation.	Local freight.	Through freight.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8.....	714			522,710
1878-9.....	714			510,861
1879-0.....	829			561,924
1880-1.....	840			725,777
1881-2.....	840	571,684	267,272	838,956
1882-3.....	840	537,025	443,936	970,961
1883-4.....	887	584,581	424,656	1,009,237
1884-5.....	941	506,574	483,362	989,936
1885-6.....	946	580,076	443,712	1,023,788
1886-7.....	977	633,455	509,565	1,143,020
1887-8.....	971	727,599	561,224	1,288,823
1888-9.....	971	624,436	594,441	1,218,877
1889-0.....	971	756,696	612,123	1,368,819
1890-1.....	1,094	797,492	507,042	1,304,534
1891-2.....	1,142	750,783	513,792	1,264,575
1892-3.....	1,142	1,030,628	357,452	1,388,080
1893-4.....	1,142	966,114	376,596	1,342,710
1894-5.....	1,142	901,374	366,442	1,267,816
1895-6.....	1,142	1,011,229	368,389	1,379,618
1896-7.....	1,145	927,167	368,859	1,296,028
1897-8.....	1,201	1,053,569	381,007	1,434,576
1898-9.....	1,315	1,351,569	399,192	1,750,761
1899-0.....	1,315	1,713,928	437,280	2,151,208
1900-1.....	1,315	1,633,671	477,639	2,111,310
1901-2.....	1,315	1,914,551	471,265	2,385,816
1902-3.....	1,315	2,239,993	550,744	2,790,737
1903-4.....	1,321	2,123,261	540,888	2,664,149
1904-5.....	1,446	2,119,528	662,729	2,782,257



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INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried from June 30, 1876, to June 30, 1905.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7.....	714	The information for these years was destroyed when the general offices in Moncton were burned.		613,420
1877-8.....	714			618,957
1878-9.....	714			640,101
1879-80.....	829			581,483
1880-1.....	840			631,245
1881-2.....	840	647,534	132,460	779,994
1882-3.....	840	728,186	150,414	878,600
1883-4.....	887	784,715	159,921	944,636
1884-5.....	941	812,028	145,200	957,228
1885-6.....	946	784,817	148,063	932,880
1886-7.....	977	814,032	128,752	942,784
1887-8.....	971	948,324	91,839	1,040,163
1888-9.....	971	1,050,592	85,680	1,136,272
1889-90.....	971	1,112,695	91,531	1,219,233
1890-1.....	1,094	1,203,814	94,490	1,298,304
1891-2.....	1,142	1,198,649	99,083	1,297,732
1892-3.....	1,142	1,188,827	104,051	1,292,878
1893-4.....	1,142	1,216,027	85,035	1,301,062
1894-5.....	1,142	1,272,284	80,383	1,352,667
1895-6.....	1,142	1,386,803	85,063	1,471,866
1896-7.....	1,145	1,416,631	85,059	1,501,690
1897-8.....	1,201	1,438,590	89,854	1,523,444
1898-9.....	1,315	1,504,652	98,443	1,603,095
1899-1900.....	1,315	1,678,858	112,896	1,791,754
1900-1.....	1,315	1,905,599	119,696	2,025,295
1901-2.....	1,315	2,061,196	125,030	2,186,226
1902-3.....	1,315	2,255,013	149,217	2,404,230
1903-4.....	1,321	2,447,843	215,313	2,663,156
1904-5.....	1,446	2,589,928	221,032	2,810,960



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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year since the road was opened as a through line:—

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-77.....				103,420	103,420
1877-78.....				97,043	97,043
1878-79.....		300		112,232	112,532
1879-80.....		1,097		135,369	136,466
1880-81.....		5,102	4,022	174,483	184,607
1881-82.....		18,015	11,779	218,364	248,158
1882-83.....		12,837	22,206	227,380	262,423
1883-84.....		22,014	19,534	252,014	293,562
1884-85.....		133,440	1,773	213,791	349,004
1885-86.....		171,170	21,150	215,272	407,592
1886-87.....		192,871	27,536	233,178	453,585
1887-88.....		183,704	36,228	309,727	529,659
1888-89.....		160,026	27,923	338,538	526,487
1889-90.....		164,453	25,126	366,967	556,546
1890-91.....		113,996	39,213	344,829	498,038
1891-92.....		35,447	5,918	392,441	433,806
1892-93.....		136,868	3,775	402,653	543,296
1893-94.....		102,273	8,028	367,390	478,691
1894-95.....		67,082	7,865	310,253	385,200
1895-96.....		53,124	9,681	369,708	432,513
1896-97.....		38,395	12,305	331,469	382,172
1897-98.....		9,084	9,796	351,069	369,949
1898-99.....		4,644	5,399	484,163	494,206
1899-1900.....		3,495	Nil.	599,714	603,289
1900-01.....	136	Nil.	Nil.	506,454	506,590
1901-02.....	1,131	5,763	3,640	546,986	557,520
1902-03.....	2,200	7,817	6,775	725,727	742,519
1903-04.....	2,260	637	513	691,346	694,761
1904-05.....	800	265	5,022	596,290	602,377

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-7, when it reached 220,407 tons, since which the through coal traffic for points west of the Intercolonial Railway has greatly declined.



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TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1891-92.....	845,997	519,500	1,265,497
1877-78.....				1892-93.....	155,306	197,669	352,975
1878-79.....				1893-94.....	Nil.	8,026	8,026
1879-80.....				1894-95.....	Nil.	Nil.	Nil.
1880-81.....				1895-96.....	Nil.	Nil.	Nil.
1881-82.....				1896-97.....	Nil.	Nil.	Nil.
1882-83.....	31,011		31,011	1897-98.....	8,000	Nil.	8,000
1883-84.....	73,389		73,389	1898-99.....	30,000	Nil.	30,000
1884-85.....	300,901		300,901	1899-1900.....	13,239	Nil.	13,239
1885-86.....	389,122		389,122	1900-01.....	147	Nil.	147
1886-87.....	575,880		575,880	1901-02.....	Nil.	Nil.	Nil.
1887-88.....	69,021		69,021	1902-03.....	Nil.	Nil.	Nil.
1888-89.....	129,725		129,725	1903-04.....	147,438	Nil.	147,438
1889-90.....	502,012		502,012	1904-05.....	Nil.	Nil.	Nil.
1890-91.....	148,803	59,534	218,337				

TABLE showing the number of barrels of flour and meal carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77.....	254,710	1891-92.....	954,015
1877-78.....	557,778	1892-93.....	856,913
1878-79.....	630,329	1893-94.....	944,967
1879-80.....	535,248	1894-95.....	938,351
1880-81.....	672,310	1895-96.....	822,097
1881-82.....	692,095	1896-97.....	847,701
1882-83.....	983,916	1897-98.....	987,408
1883-84.....	817,134	1898-99.....	1,157,250
1884-85.....	935,977	1899-1900.....	1,234,076
1885-86.....	761,127	1900-01.....	1,292,106
1886-87.....	763,894	1901-02.....	1,311,707
1887-88.....	871,838	1902-03.....	1,521,540
1888-89.....	948,514	1903-04.....	1,607,050
1889-90.....	1,116,050	1904-05.....	1,769,480
1890-91.....	1,013,129.		



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TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77.....	292,852	1891-92.. ....	3,776,677
1877-78.....	331,170	1892-93.....	1,514,619
1878-79.....	302,921	1893-94.....	1,304,684
1879-80.....	534,021	1894-95.....	1,036,384
1880-81.....	565,678	1895-96.....	1,064,385
1881-82.....	560,253	1896-97.....	1,093,499
1882-83.....	1,195,601	1897-98.....	1,551,372
1883-84.....	654,673	1898-99.....	2,595,353
1884-85.....	734,902	1899-1900.....	2,720,453
1885-86.....	849,800	1900-1901.....	3,535,364
1886-87.....	1,018,395	1901-02.....	2,959,761
1887-88.....	1,219,035	1902-03.....	3,392,252
1888-89.....	1,256,158	1903-04.....	2,788,772
1899-90.....	2,610,202	1904-05.....	3,317,910
1890-91.....	2,890,921		

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77.....	50,096,474	1891-92.....	175,474,340
1877-78.....	56,626,547	1892-93.....	181,211,013
1878-79.....	55,626,696	1893-94.....	200,507,949
1879-80.....	55,462,654	1894-95.....	202,247,269
1880-81.....	72,841,388	1895-96.....	226,332,715
1881-82.....	78,356,418	1896-97.....	243,355,725
1882-83.....	104,633,417	1897-98.....	354,093,816
1883-84.....	131,120,948	1898-99.....	306,554,031
1884-85.....	138,493,675	1899-1900.....	379,350,074
1885-86.....	117,186,512	1900-1901.....	396,858,964
1886-87.....	161,801,763	1901-02.....	428,051,029
1887-88.....	197,755,272	1902-03.....	459,231,589
1888-89.....	199,507,777	1903-04.....	465,379,803
1889-90.....	210,886,071	1904-05.....	518,434,310
1890-91.....	184,188,324		



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TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77.....	34,414	1891-92... ..	87,889
1877-78.....	46,498	1892-93.....	93,369
1878-79.....	47,584	1893-94.....	79,203
1879-80.....	70,990	1894-95.....	72,106
1880-81.....	61,574	1895-96.....	64,051
1881-82... ..	73,479	1896-97.....	72,082
1882-83... ..	68,338	1897-98.....	89,301
1883-84... ..	60,090	1898-99.. ..	109,821
1884-85.....	70,785	1899-1900.....	92,813
1885-86.....	74,498	1900-01.....	95,923
1886-87.....	82,896	1901-02.. ..	98,495
1887-88.....	98,302	1902-03... ..	127,060
1888-89... ..	85,960	1903-04.....	113,006
1889-90... ..	80,771	1904-05.....	110,670
1890-91.....	95,529		

TABLE showing the number of tons of ocean-borne goods to and from Europe, via the port of Halifax, carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Ste. Rosalie and from the West.	Via Mont-real to and from the West.	Via St. John to and from the West.	To and from local Stations.	Total.
1876 77.....					
1877-78.....		14,949		3,405	18,354
1878-79.....		21,628		2,643	24,271
1879-80.....		21,073		4,952	26,025
1880-81.....		15,454		3,334	18,788
1881-82.....		21,607		4,168	25,775
1882-83.....		24,875		7,911	32,786
1883-84.....		19,696		6,533	26,229
1884 85.....		22,787		8,405	31,192
1885-86.....		13,464		8,216	21,680
1886-87.....		16,923		9,811	26,734
1887-88.....		41,864		8,878	50,742
1888-89. ....		17,340		11,481	28,821
1889-90.....		9,895		11,730	21,625
1890 91.....		9,923		10,764	20,687
1891-92.....		9,719	17	23,835	33,571
1892-93.....		7,295	100	12,319	19,714
1893-94.....		3,023	204	13,455	16,682
1894-95.....		6,749	213	10,399	17,361
1895 96.....		3,767	314	16,748	20,829
1896-97.....		2,654	263	17,239	20,156
1897-98.....		5,950	1,637	18,633	26,220
1898-99. ....		2,465	243	31,555	34,263
1899-1900. ....		2,379	307	37,108	39,794
1900-01.....	322	6,860	1,142	155,514	163,838
1901-02.....	1,106	7,780	1,528	172,733	183,147
1902-03.....	817	11,925	1,194	124,695	138,631
1903-04.....	2,079	21,377	2,994	146,070	174,520
1904 05.....	284	15,325	3,687	85,853	105,149



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TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line:

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77....		340			340					
1877-78....		186			186					
1878-79....		1,041			1,041					
1879-80....		12,220			12,220					
1880-81....		13,872			13,872		4,022		2,902	6,924
1881-82....		14,256		1,290	15,546		7,146		3,607	10,753
1882-83....		9,465		508	9,973		11,126		5,497	16,623
1883-84....		13,778		3,068	16,846		14,543		7,265	21,808
1884-85....		10,381		3,661	14,042		18,024		8,445	26,469
1885-86....		4,394		3,998	8,392		7,674		5,858	13,518
1886-87....		20,450		8,500	28,950		15,044		8,395	23,439
1887-88....		14,320		14,085	28,405		21,641		7,133	28,774
1888-89....		24,358		7,160	31,518		12,955		11,120	24,075
1889-90....		7,390		8,913	16,303		6,778		6,125	12,903
1890-91....		5,088	4,670	8,215	17,973		10,130	468	5,996	16,594
1891-92....		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93....		Nil.	Nil.	10,137	10,137		8,327	6,456	7,840	22,623
1893-94....		Nil.	Nil.	6,775	6,775		17,729	6,967	8,885	33,581
1894-95....		Nil.	Nil.	10,342	10,342		13,351	15,819	4,695	33,865
1895-96....		Nil.	Nil.	9,824	9,824		15,138	13,734	11,309	40,181
1896-97....		Nil.	Nil.	4,925	4,925		5,694	8,069	6,957	20,720
1897-98....		Nil.	Nil.	Nil.	Nil.		6,624	8,821	10,989	26,534
1898-99....		Nil.	Nil.	Nil.	Nil.		8,138	2,193	15,833	26,164
1899-1900..		96	Nil.	Nil.	96		9,795	257	19,655	29,907
1900-01....		489	Nil.	Nil.	489	403	14,791	12	10,615	25,821
1901-02....		90	Nil.	11,553	11,643	3,101	6,831	861	18,839	29,632
1902-03....		194	Nil.	17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04....	357	875	Nil.	7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05....	602	509	78	1,495	15,684	1,446	7,107	224	22,937	31,764



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TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.					Salt Fish.				
	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie for the West.	To Mont-real for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77.....		530	921	527	1,978		551	1,848	802	3,201
1877-78..		596	1,015	474	2,085		898	1,644	805	3,347
1878-79...		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80.....		519	1,362	453	2,334		1,612	2,238	959	4,809
1880-81..		498	1,879	920	3,297		2,418	937	1,051	4,406
1881-82.....		475	1,619	957	3,051		4,031	1,066	2,487	7,584
1882-83..		542	384	393	1,319		3,229	759	1,354	5,412
1883-84.....		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85.....		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86..		1,669	1,645	902	4,216		1,680	2,047	3,376	7,103
1886-87.....		1,278	1,572	2,008	4,858		3,236	569	1,747	5,552
1887-88..		1,533	1,477	1,031	4,041		2,617	476	1,099	4,193
1888-89..		2,474	2,000	1,870	6,344		3,070	7,746	2,994	13,810
1889-90..		2,235	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91.....		2,029	2,788	1,848	6,665		1,953	1,917	3,236	7,106
1891-92.....		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93.....		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94.....		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95.....		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96..		1,966	3,059	1,319	6,344		1,863	1,087	2,791	5,741
1896-97.....		3,307	3,115	1,286	7,708		2,168	1,176	2,536	5,880
1897-98.....		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99.....		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900.....		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01..	37	2,009	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02..	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042
1902-03..	140	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1903-04.....	539	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1904-05.....	779	1,902	3,674	5,516	11,871	433	2,673	272	6,759	10,137

During the year 118·2 miles of 56, 58, 67, 80 and 110 lb. rails were taken up and 93·91 miles of 56, 58, 67, 80 and 110 lb. rails were relaid, 730,451 ties and 250 sets of switches renewed.

Total cost of road and equipment up to June 30, 1905:—

Road, including \$1,464,000 paid on account purchasing Drummond County Railway.. . . .	\$61,880,811 12
Rolling stock.. . . .	15,592,746 61
Total.. . . .	\$77,473,557 73

The work of increased accommodation at the deep water terminus at Halifax is progressing, which facilitates the work of conducting the traffic.

Both the road and rolling stock have been efficiently maintained during the year.

The net results in the operation of this road are not as favourable as those of the year previous. Additions to the rolling stock continue to be made, as being a necessity for the efficient working of the traffic.



WINDSOR BRANCH.

This road continues to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving two-thirds of the gross earnings for working the traffic, and the government one-third of the gross earnings for maintaining the way and works.

Year.	Miles in oper- ation.	One-third gross earnings.	Proportion of one-third gross earnings credited to line Windsor Junction to Halifax.	Proportion of one-third gross earnings credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,052 19	13,099 55	7,953 64	
1882-83..	32	31,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88..	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 43	33,508 35	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900.	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03..	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04..	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05..	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	



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PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

The cost of road and rolling stock up to June 30, 1905:—

Road, &c. . . . .	\$6,135,539 68
Rolling stock. . . . .	583,924 12
Total. . . . .	<u>\$6,719,529 45</u>

The rolling stock provided on capital account consisted of:—

Engines.	Passenger Car Stock.			Official cars.	Box, Cattle and Refrigerator cars.	Platform cars and Coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage, smoking and postal.							
27	23	18	5 3 4	1	223 21 3	147 21 .....	4	1	9	9
			12		247	168				

The capital expenditure during the year amounted to \$591,412.65, of which was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge \$284,284.98.

The following works are being carried on, on capital account:—

1. Bridge over the Hillsboro' river at Charlottetown, of which Mr. M. J. Haney is the contractor for the substructure, which work is well advanced. Total expenditure up to June 30, 1904. . . . . \$1,154,084 75  
Expenditure from June 30, 1904, to June 30, 1905. . . . . 133,153 85  
  
Total expenditure up to June 30, 1905. . . . . \$1,287,238 60
2. Murray Harbour branch, of which Mr. Willard Kitchen is the contractor. Total expenditure up to June 30, 1904. . . . . 983,671 70  
Expended from June 30, 1904, to June 30, 1905. . . . . 151,131 13  
  
Total expenditure up to June 30, 1905. . . . . \$1,135,802 83



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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles. in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		\$ c.	\$ c.	\$ c.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 48	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1887-88	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,257 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	75,381	184,748
1902-03	209	259,637 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	73,969	235,194

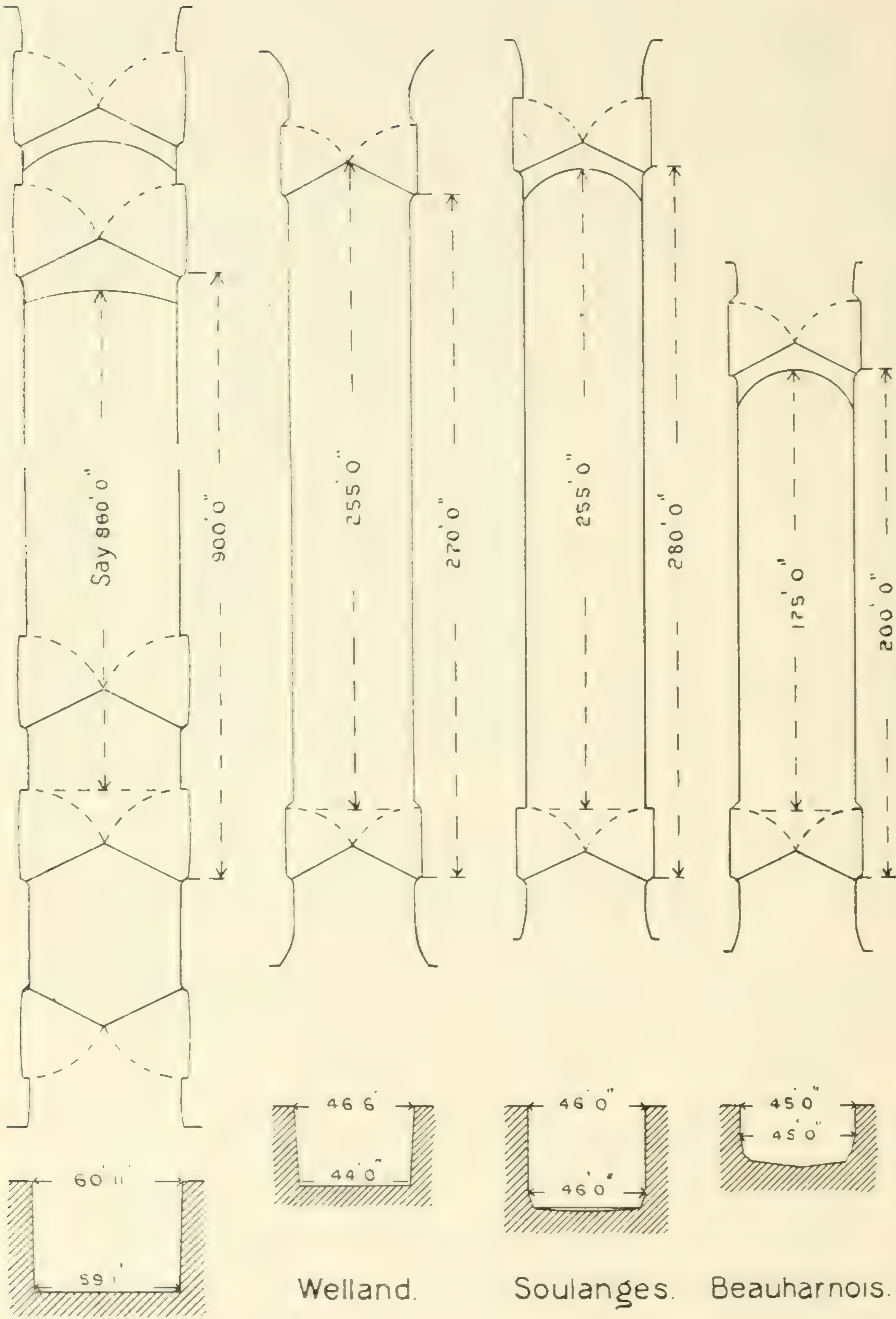
	Miles.
Steel rails (50 and 56 lb. to yard) . . . . .	205
Iron rails (40 lb. to yard) . . . . .	4
	<hr/>
Total length of road . . . . .	209

The road and rolling stock are in good running condition.



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Plans and Sections showing the  
on each of the Canadian Canal  
Canal which is uncompleted.



Sault Ste. Marie.

Welland.

Soulanges.

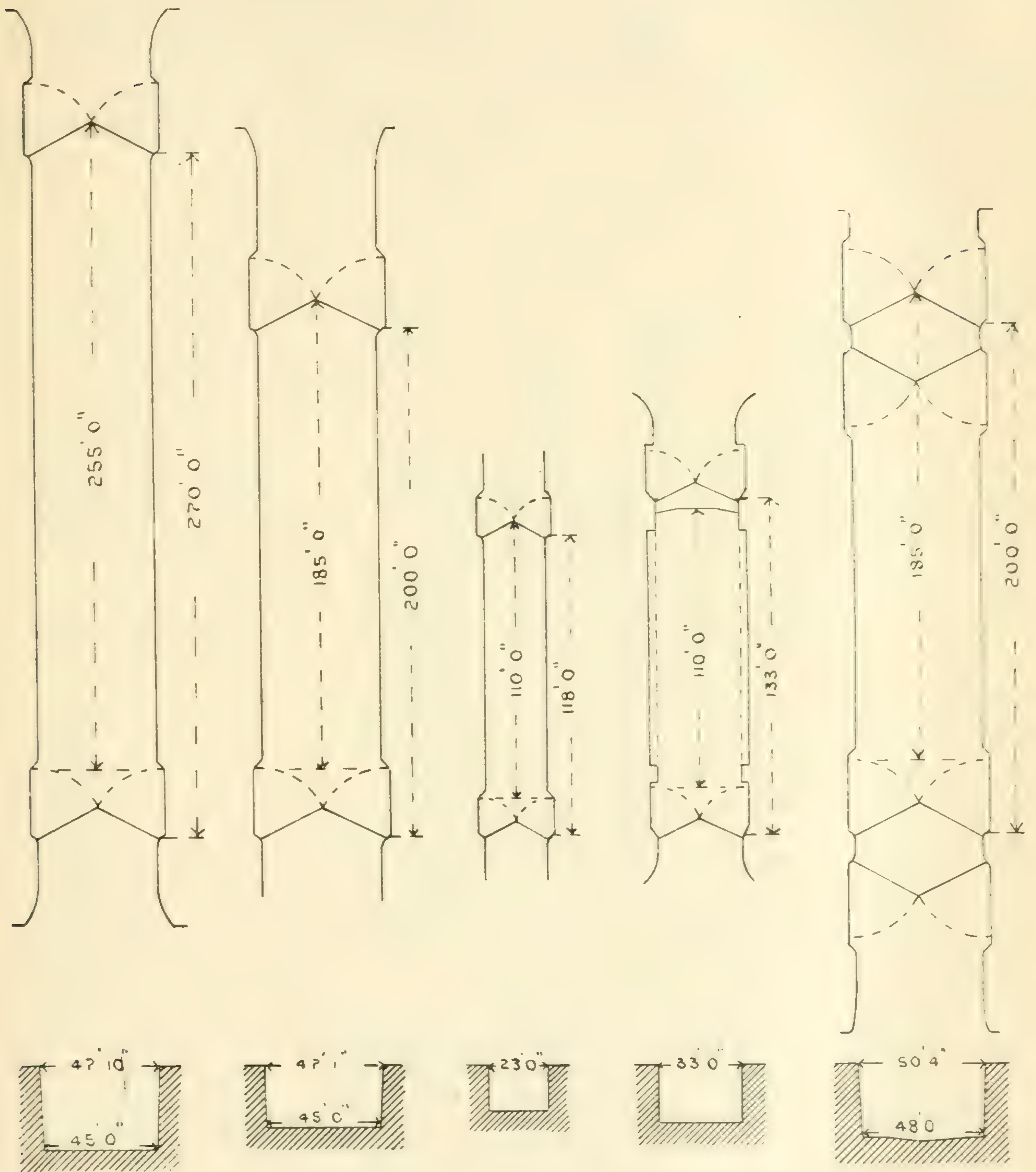
Beauharnois.

There are no locks on the through  
Montreal of less dimension than



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dimensions of the smallest lock  
Systems Except the Trent



Lachine.

St Anne,  
St Ours,  
Carillon,  
& Grenville.

Chambly.

Rideau.

St Peter's

route between Lake Superior and  
those of the Welland Canal locks.

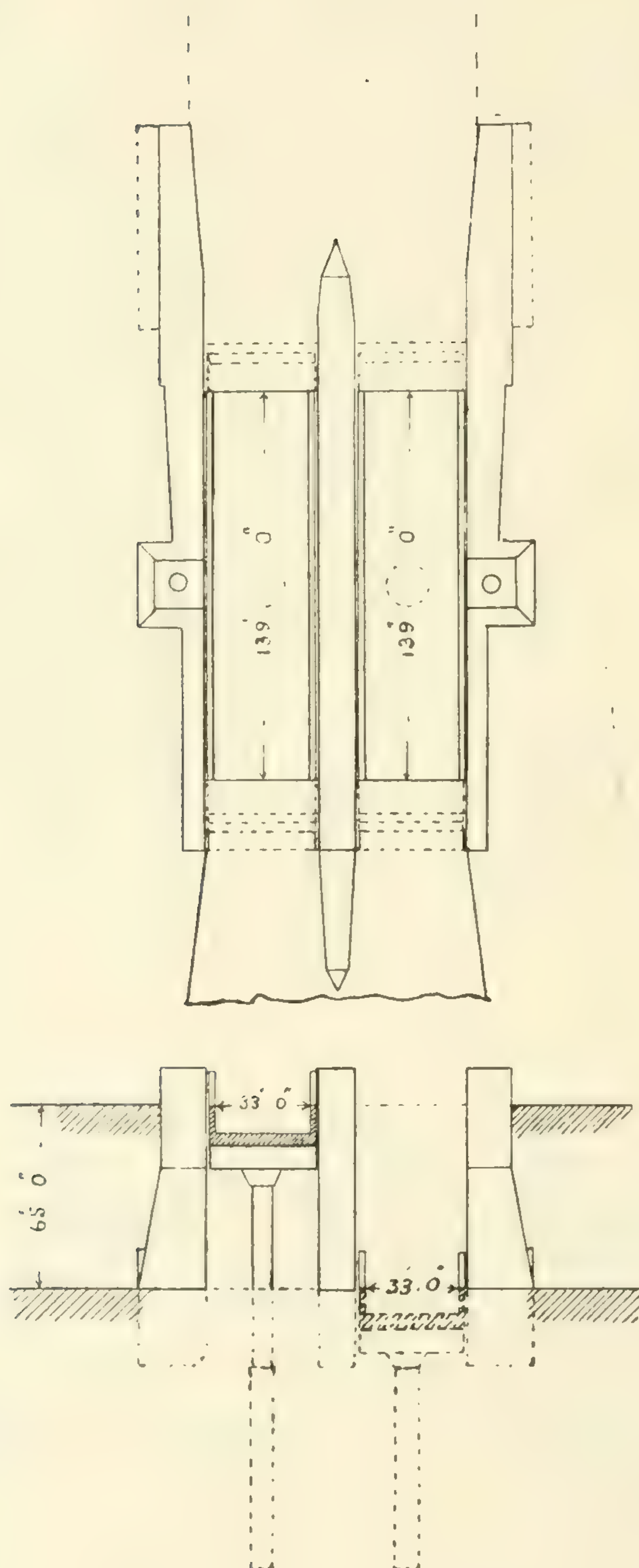


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# TRENT CANAL

HYDRAULIC LIFT-LOCK AT PETERBOROUGH

— 65. Feet Lift —





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## CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks of the Beauharnois, Carillon and Grenville, St. Anne, Chambly, St. Ours, Rideau, Trent and St. Peter's are also shown.

## CONSTRUCTION.

## SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades, a distance of 14 miles. The works of construction of this canal are completed.

Total expenditure up to June 30, 1904.. . . . .	\$6,851,971 77
Expended during the year ended June 30, 1905.. . .	34,202 71
	<hr/>
Total expended up to June 30, 1905.. . . . .	\$6,886,174 48
Expended from June 30, 1905, to October 1, 1905.	nil
	<hr/>
Total expended up to October 1, 1905.. . . . .	\$6,886,174 48

There yet remains some further payments to be made.

## SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's island; it is  $1\frac{1}{2}$  miles in length. The depth of water on the mitre sill at low water is 20 feet 4 inches, 22 feet in the prism, 21 feet 5 inches in the lower entrance, with a minimum width of 315 feet. In the upper entrance there is only a depth of 18 feet of water at low water, but the work of deepening to 21 feet 5 inches is in progress. A contract has been recently entered into with Mr. Boone to continue the work of deepening and widening, which, when completed, will give safe passage for vessels approaching and departing from the canal.

It having been found necessary to lengthen the entrance piers at each end of the canal, a contract has been entered into with Mr. Birmingham to extend south lower entrance pier 800 feet. The work is well advanced. For the extension of 800 feet to the south upper entrance pier, a contract has been entered into with O'Boyle Bros. When these works are brought to a finish the construction of the canal may be considered complete, unless, with a view to appearance of neatness and beauty, it is considered desirable to level up the grounds, lay them out in parterres, and plant them with trees and shrubs.

Total expenditure up to June 30, 1904.. . . . .	\$4,313,494 30
Expended from June 30, 1904, to June 30, 1905....	110,181 69
	<hr/>
Total expended up to June 30, 1905.. . . . .	\$4,423,675 99
Expenditure from June 30, 1905, to October 1, 1905.	47,004 95
	<hr/>
Total expenditure up to October 1, 1905.. . . . .	\$4,470,680 94



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## TRENT CANAL.

This canal is designed to extend from the waters of Lake Ontario to the Georgian bay on Lake Huron, at the mouth of the Severn river, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

Sections 1 and 2, on the Peterborough-Lakefield division, 9.61 miles, which were constructed by Messrs. Brown, Love & Aylmer and Messrs. Corry & Laverdure respectively, were opened for traffic on July 9, 1904, on which date the hydraulic lift lock at Peterborough was formally put in operation. The lift lock has a lift of 65 feet. It was fully described in the report of last year, 1904.

The only work of construction at present being carried on is in connection with the completion of section No. 3, and the extra work on section 2, Simcoe Balsam lake division, ordered, namely, the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lift lock at Kirkfield.

The contract for the steel for this hydraulic lift lock was awarded to the Dominion Bridge Company of Montreal, on February 15, 1905, and the work under this contract is proceeding. The ram and press sections have been cast and the structural work is well under way.

The contractors have part of the erection plant on the ground and set up.

*Balsam-Simcoe Lake Division.*

For section No. 1 Mr. Andrew Onderdonk was the contractor. He completed his contract some time ago, but as it is only a section of this division, it is only occasionally used, and has not been formally opened for public traffic. It is about six miles in length.

Section No. 2 is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

Section No. 3.—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, dredging, protection lining, culverts, &c., and is well advanced. All the concrete work with the exception of the closures in Nos. 1, 2 and 3 dams and a few other small items is completed. There is yet considerable excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but the end of this season or the middle of next season all the work should be completed.

To complete this canal, which is designed to extend from the Georgian bay to the waters of Lake Ontario, there remains to be placed under contract the section from Lake Simcoe to Georgian bay and the work between Heeley's falls and Lake Ontario waters.



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The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1905:—

Expended prior to June 30, 1867.. . . . .	\$ 309,371 31
Expended subsequent to June 30, 1867, and June 30, 1894 (date of works contracted for).. . . . .	782,584 88
Expended from June 30, 1894, to June 30, 1904.. . .	3,512,435 81
<hr/>	
Total expenditure up to June 30, 1904.. . . . .	\$4,624,392 00
Expended from June 30, 1904, to June 30, 1905.. . .	333,261 75
<hr/>	
Total expenditure up to June 30, 1905.. . . . .	\$4,957,653 75
Expended from July 1, to October 1, 1905.. . . .	98,389 59
<hr/>	
Total expenditure to October 1, 1905.. . . . .	\$5,056,043 34
<hr/>	

## ENLARGEMENT.

## LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of  $8\frac{1}{2}$  miles. There are 5 lift locks, 270 x 45 feet, with 14 feet of water on the mitre sills, giving a total rise of 45 feet. There was a large amount of work performed in the way of repairs and renewals during the year. The rebuilding of the wall on the south side of basin No. 2 was completed under contract by Messrs. Quinlan & Robertson, and the old timber walls, mitre sills and masonry abutments for the lock gates of the dry dock were entirely rebuilt by the same contractors. There were new plans prepared during the year, providing for the rebuilding of part of the slope walls in concrete. Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered. The work of dredging the basins, &c., was continued during the year. The total quantity of material excavated was about 22,000 cubic yards. Work on the installation of the electric machinery for the operation of lock gates, &c., was continued during the year. The substructure for a bridge, 205 feet in length and 32 feet in width between the trusses, at Atwater avenue, was completed on June 30, under contract with Messrs. Rogers & Taylor, but the contract for the superstructure had not been awarded at that date.



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The total expenditure for original construction from	
1843 to 1848.. . . . .	\$2,587,532 85
Expenditure in 1869.. . . . .	2,000 00
<hr/>	
Total expenditure up to June 30, 1869.. . . . .	\$2,589,532 85
Total expenditure for enlargement up	
to June 30, 1904.. . . . .	\$8,773,118 33
Expended in year ended June 30, 1905	112,460 47
<hr/>	
Total expenditure to June 30, 1905..	\$8,885,578 80
Expended from June 30, 1905, to Oc-	
tober 1, 1905.. . . . .	8,387 29
<hr/>	
Total expenditure for enlargement to October 1,	
1905.. . . . .	\$8,893,965 76
<hr/>	
Total expenditure for construction and enlargement	
to October 1, 1905.. . . . .	\$11,483,498 61

CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. The works of construction performed during the past year consisted in widening and enlarging the regulating weir at old lock No. 17, and in forming a twelve (12) foot channel between the east end of the revetment wall and the upper entrance of old lock No. 17. .

FARRAN'S POINT CANAL.

This canal commences at Farran's Point and extends a mile westward. The work of enlargement on this canal is completed.

The total expenditure for construction and enlarge-	
ment up to June 30, 1904, is.. . . . .	\$868,981 58
Expended during year ended June 30, 1905.. . . . .	8,108 99
<hr/>	
Total expenditure up to June 30, 1905.. . . . .	\$877,090 57
Expended from June 30, 1905, to October 1, 1905....	Nil
<hr/>	
Total expenditure up to October 1, 1905.. . . . .	\$877,090 57

RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward for a distance of 3½ miles. The work of enlargement was completed on January 14, 1905.

Total expenditure up to June 30, 1904.. . . . .	
\$2,149,377 11	
Expended during the year ended June 30, 1905.. . . . .	8,109 98
<hr/>	
Total expenditure up to June 30, 1905.. . . . .	\$2,157,487 09
Expended from June 30, 1905, to October 1, 1905.. . .	Nil
<hr/>	
Total expenditure up to October 1, 1905.. . . . .	\$2,157,487 09



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## GALOPS CANAL.

The works of enlargement of both the Iroquois section and the Cardinal section of this canal are completed, and the engineers are preparing the final estimates, the details of which, in order to meet the requirements of the Auditor General's office, are very voluminous.

The work on the upper entrance section, for which Messrs. Murray & Cleveland are the contractors, is drawing to a close, and will it is confidently expected be completed during the current year.

Total expenditure on enlargement up to June 30,	
1904.. . . . .	\$5,527,586 46
Expended from June 30, 1904, to June 30, 1905..	292,337 29
	<hr/>
Total expenditure up to June 30, 1905.. . . . .	\$5,819,923 75
Expended from June 30, 1905, to October 1, 1905..	51,461 25
	<hr/>
Total expenditure up to October 1, 1905.. . . . .	\$5,871,385 00

## WELLAND CANAL.

The trunk line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of  $26\frac{3}{4}$  miles.

## IMPROVEMENTS AT PORT COLBORNE.

Messrs. Hogan & McDonnell are the contractors for this work. The condition of the works may be described as follows:—

North of the lighthouse on the end of the west pier, the work of improving the entrance channel and canal basin is well advanced towards completion. About 90 per cent of the rock along the west pier is drilled and blasted and 50 per cent of it dredged. In the canal basin the excavation is finished except cleaning up the bottom, and the docking along the sides is completed except about 400 lineal feet of concrete superstructure on top of the cribs. South of the lighthouse on the end of the west pier, the deepening of the approach from the lake to the canal to 22 feet, which necessitates the removal of about 220,000 cubic yards of material, is progressing satisfactorily. The material removed is chiefly rock, of which 70 per cent has been dredged, 60 per cent of the balance is drilled and blasted. The crib-work and concrete superstructure forming the two elevator docks are completed with the exception of an opening 65 feet long temporarily left open in dock No. 1 to admit scow loads of filling entering. There are yet about 30,000 cubic yards of filling to deposit in dock No. 1. On completion of the elevator foundation in dock No. 2, about 44,000 cubic yards of filling will be required to finish the dock



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Total expenditure up to June 30, 1904.. . . .	\$718,451 60
Expended from June 30, 1904, to June 30, 1905.. . .	239,488 12
<hr/>	
Total expenditure up to June 30, 1905.. . . .	\$957,939 72
Expended from June 30, 1905, to October 1, 1905.. . .	26,581 58
<hr/>	
Total expended up to October 1, 1905.. . . .	\$984,521 30
<hr/>	

REMOVAL OF OBSTRUCTIONS AND IMPROVEMENTS.

The obstructions referred to are the pivot piers of the bridges in the centre of the canal. It is proposed each year, to tear down two or three of the old bridges and build new structures spanning the entire channel, until all the bridges have been rebuilt.

During the year four of these bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

At Allanburg the new bridge takes the place of the two bridges formerly in use, one across the new canal and one across the old canal.

The old bridge at Marlatt's Crossing has been replaced by a long span bridge. The substructures of both these bridges were built under contract by Mr. Joseph Battle, and the superstructures by the Dominion Bridge Company of Montreal.

The old Grand Trunk Railway bridge across the canal, between locks 24 and 25, has been replaced by an imposing structure of long span, built by the Canadian Bridge Company of Walkerville, the superstructure having been built during the winter by Mr. Joseph Battle.

Messrs. Rowan & Elliott, under contract built the substructure of the Niagara street bridge during the winter, and the superstructure was built and erected by the Hamilton Bridge Company.

Other improvements of various kinds have been carried out.

Total expenditure up to June 30, 1904.. . . .	\$302,496 83
Expended from June 30, 1904, to June 30, 1905.. . . .	285,000 00
<hr/>	
Total expenditure up to June 30, 1905.. . . .	\$587,496 83
Expended from June 30, 1905, to October 1, 1905.. . .	40,915 80
<hr/>	
Total expenditure up to October 1, 1905.. . . .	\$628,412 63
<hr/>	

DEEPENING PORTIONS OF LONG LEVEL.

This work is being executed by Messrs. Magann & Phinn, contractors. They have completed the work betwen Allanburg and Welland, and are now working between Welland and Humberstone, and have almost completed their contract.



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Total expenditure up to June 30, 1904.. . . .	\$185,288 76
Expended from June 30, 1904, to June 30, 1905.. . . .	202,000 00
<hr/>	
Total expenditure up to June 30, 1905.. . . .	387,288 76
Expended from June 30, 1905, to October 1, 1905.. . . .	37,081 05
<hr/>	
Total expenditure up to October 1, 1905.. . . .	\$424,369 81
<hr/>	

## DEEPENING ROCK CUT AT RAMEY'S BEND.

This submarine rock work has been completed by the contractors, Messrs Weddell, Battle & Manley.

	Construction.	Enlargement.
Total expenditure up to June 30, 1904..	\$7,693,824 03	\$17,496,084 28
Expended from June 30, 1904, to June 30, 1905..		890,457 82
<hr/>		
Total expenditure up to June 30, 1905.. . . .		\$18,386,542 10
Expended from June 30, 1905, to October 1, 1905..		147,920 50
<hr/>		
Total expenditure up to October 1, 1905.. . . .		\$18,534,462 60
<hr/>		

## ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

## GALOPS RAPIDS CHANNEL.

This work is being executed by the contractors, the Gilbert Blasting and Dredging Company.

Total expenditure up to June 30, 1904.. . . .	\$ 909,891 85
Expended from June 30, 1904, to June 30, 1905.. . . .	49,734 70
<hr/>	
Total expenditure up to June 30, 1905.. . . .	\$ 959,626 55
Expended from June 30, 1905, to October 1, 1905..	51,461 25
<hr/>	
Total expenditure up to October 1, 1905.. . . .	\$1,011,087 80

## NORTH CHANNEL.

This channel is about  $2\frac{1}{2}$  miles in length, 300 feet wide, with 16 feet of water at low water.

It commences about one mile west of the upper entrance to the Galops canal, and runs in a direct line to deep water off Chimney Point.

The work also comprises the building of a dam from Adam's island to Galops (Ogden) island. These works are being executed by the contractor, Mr. M. A. Cleveland, and it is expected that they will nearly all be completed by June 30, 1906.



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Total expenditure up to June 30, 1904.. . . .	\$1,363,535 85
Expended from June 30, 1904, to June 30, 1905.. . .	93,025 89
	<hr/>
Total expenditure up to June 30, 1905.. . . .	\$1,456,561 74
Expended from June 30, 1905, to October 1, 1905..	20,326 25
	<hr/>
Total expenditure up to October 1, 1905.. . . .	\$1,476,887 99
	<hr/> <hr/>

## ST. LAWRENCE RIVER AND CANALS.

## REDUCING SHOALS WEST OF CORNWALL CANAL.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal was accomplished during the season.

A contract was entered into with the W. J. Poupore Company, Limited, in October, 1904, for the removal of five shoals above lock 21, viz:—

Wagner's Island shoal.  
 Dawson's Point.  
 Archibald's Point.  
 Markell's Point.  
 Maxwell's shoal.

The removal of these shoals to a depth of 17½ feet of water, has materially improved the channel. It has changed the direction of the current, which, instead of flowing in the direction of the Long Sault as heretofore, has taken a direct course towards the entrance of the canal, a deviation which greatly advantages the navigation of the channel.

Total expenditure on river reaches to June 30, 1904..	\$458,086 69
Expenditure June 30, 1904, to June 30, 1905.. . . .	25,743 51
	<hr/>
Total expenditure to June 30, 1905.. . . .	\$483,830 20
Expended from June 30, 1905, to October 1, 1905..	1,219 54
	<hr/>
Total expenditure to October 1, 1905.. . . .	\$485,049 74
	<hr/> <hr/>

## SUMMARY.

To summarize, I may state the cost of construction and enlargements of the canals and improvements to the river and lakes up to June 30, 1905, to be as follows, viz:—



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Route from Montreal to Port Arthur.

	Original Construction of Canals.	Enlargement of Canals.	Improvement to St. Lawrence River and Lakes.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lachine Canal.....	2,589,532 85	8,885,578 80		11,475,111 65
Lake St. Louis .....			298,176 11	298,176 11
Soulanges Canal.....	6,886,174 48			6,886,174 48
Lake St. Francis .....			75,906 71	75,906 71
Cornwall Canal.....	1,945,624 73	5,235,562 85		7,181,187 58
Williamsburg Canals.....	1,320,655 54	10,676 26		
Farran's Point Canal.....		877,090 57		
Rapide Plat Canal.....		2,157,487 09		10,185,853 21
Galops Canal.....		5,819,923 75		
Galops Rapids.....			959,626 55	959,626 55
River Reaches.....			711,238 93	711,238 93
North Channel.....			1,456,561 74	1,456,561 74
Murray Canal.....	1,248,820 26			1,248,820 26
Welland Canal.....	7,693,824 03	18,386,542 10		26,080,366 13
Sault Ste. Marie Canal.....	4,423,675 99			4,423,675 99
Total .....	26,108,307 89	41,372,881 42	3,501,510 04	70,982,699 34

If to the above total there is added the cost of the Beauharnois canal—\$1,636,690.26, now not required for navigation—the total expenditure is \$72,619,389.60.

Route from Lachine to Ottawa.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Anne's Lock.....	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals.....	63,053 64	4,119,039 32	4,182,092 96
Total.....	197,510 15	5,154,798 44	5,352,308 59

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Rideau Canal .....	4,085,889 21		4,085,889 21
Tay Canal.....	489,599 23		489,599 23
Total.....	4,575,488 44		8,575,488 44



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Route from St. John, P.Q., to Sorel.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Chambly Canal.....	637,056 76	.....	637,056 76
St. Ours Lock.....	121,537 65	.....	121,537 65
Total .....	758,594 41	.....	758,594 41

Route from Lake Ontario to Georgian Bay.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
Trent Canal.....	4,957,653 75	.....	4,957,653 75
Total .....	4,957,653 75	.....	4,957,653 75

Route from Atlantic Ocean to Bras D'Or Lakes.

	Original Construction.	Enlargement.	Total.
	\$ cts.	\$ cts.	\$ cts.
St. Peter's Canal—Cape Breton.....	248,762 84	399,784 30	648,547 14
Total .....	248,762 84	399,784 30	648,547 14

The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes, but has to be maintained as a power canal.

The construction of these two canals cost:—

Culbute canal.. . . . .	\$ 382,776 46
Beauharnois canal.. . . . .	1,636,690 26
Total.. . . . .	\$2,019,466 72

MAINTENANCE AND OPERATION.

LACHINE CANAL.

Operation.

No interruption occurred to the traffic through this canal during the season of 1904.

Maintenance.

A very large amount of work was performed towards maintaining the canal in good order during the year.



## SESSIONAL PAPER No. 20

The cost of repairs made during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.. .. \$65,202 42

Special repairs under head of income—

Rebuilding old locks 1 and 2.. .. .	\$43,267 22
Underpinning wall basin 2.. .. .	17,000 00
Lock gates.. .. .	14,734 79
Widen road at lower basin.. .. .	46,945 17
Complete paving of Mill street.. .. .	5,728 29
Underpinning walls along side basins.. ..	2,069 38
Widening tail race, Côte St. Paul.. ..	514 60
Raising shed No. 1, St. Gabriel basin..	1,999 86
Improvements to flume, power house.. ..	2,737 06
Reconstruction of Tate's dry dock.. ..	10,000 00
	<hr/>
	\$144,996 37

Total.. .. .	<hr/>
	\$210,198 79
	<hr/>

## SOULANGES CANAL.

*Operation.*

The operation of this canal was conducted without interruption during the season of 1904. The cost of repairs made during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.... \$21,174 84

Special repairs under head of income—

Arms for gates and heaters.. .. .	\$ 390 45
Repairs to banks.. .. .	21,633 40
Water wheels, governors and heaters....	1,181 46
Widening and deepening St. Amour's gully.. .. .	3,997 83
Widening and deepening Bissonnette's gully.. .. .	3,203 11
	<hr/>
	30,406 25

Total.. .. .	<hr/>
	\$51,581 09
	<hr/>

## CORNWALL CANAL.

*Operation.*

No interruption occurred to the traffic through this canal during the season of 1904.

The canal is well lighted by electricity, and the lock gates, valves, weirs and bridges have continued to be operated most successfully by electrical power.



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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$28,100 67
Special repairs under head of income—	
Strengthening and protecting north bank.. . . . .	1,835 84
Purchase and fitting up concrete apparatus.. . . . .	6,488 99
Total.. . . . .	<u>\$36,425 50</u>

WILLIAMSBURG CANALS.

Operation.

No interruption occurred to the traffic through these canals during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$21,492 46
--	-------------

WELLAND CANAL.

Operation.

Two serious accidents occurred on this canal during the year. On October 7, 1904, the steamer ‘Hiawatha’ bound up, carried away the upper gates of lock No. 1, causing a delay to navigation of 21 hours. The damage was repaired at a cost of \$1,023.56, which was paid by the steamer.

On May 17, 1905, the steamer ‘Cuba,’ bound up, carried away three gates in lock No. 21, causing a delay to navigation of 24 hours. The estimated cost of making good the damage was \$4,500, which was duly secured by a cash deposit by the owners of the vessel. The removal of the pivot piers from the centre of the canal, which is being done by degrees, is a great benefit to navigation, and is much appreciated by the transportation companies using the canal.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staffs and repairs..	\$111,418 62
Special repairs under head of income—	
Stone protection banks of new canal.. ..	\$ 8,912 65
Changing valves and hanging gear of new canal lock gates.. . . . .	15,457 36
Remodelling gate yard and repair shops at Port Dalhousie.. . . . .	2,982 12
Extend culvert, Welland.. . . . .	3,978 75
Stephen Vandérburg, lost time.. . . . .	228 66
Repairing foundations of Port Maitland lock.. . . . .	2,999 88
	<u>34,559 42</u>
Total.. . . . .	<u><u>\$145,978 04</u></u>



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SAULT STE MARIE CANAL.

*Operation.*

No interruption to navigation occurred in this canal during the season.

During the season of 1904, there were 3,659 lockages, passing 4,766 registered craft and 274 unregistered vessels and scows, with a total tonnage of 5,578,459 tons, of this total tonnage 1,753,146 tons was of Canadian vessels, being an increase in this class of tonnage of 335,079 tons.

*Maintenance.*

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. \$14,776 33

CHAMBLY CANAL.

*Operation.*

The operation of this canal was conducted without interruption during the season of 1904.

*Maintenance.*

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.... \$19,896 57

Special repairs under the head of income—

Build landing wharf at St. John's.. . . .	\$5,206 16
Macadamizing tow path.. . . .	9,074 70
Extend and repair wall at head Ste. Thérèse Island.. . . .	2,000 00
Macadamizing road west side of canal.. . .	4,000 00
Macadamizing 2¼ miles of road.. . . .	287 33
Rebuilding culvert at Denault's farm.. . .	9,998 74
Culvert, Ste. Thérèse Island.. . . .	2,499 57
	<hr/>
	33,066 50
	<hr/>
Total.. . . .	\$52,963 07
	<hr/> <hr/>

ST. OURS LOCK AND DAM.

*Operation.*

There was no interruption to navigation on this canal during the season of 1904.

*Maintenance.*

The cost of repairs during the year ended June 30, 1905, was as follows:—

Ordinary repairs under the head of staff and repairs.. \$ 1,716 35



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Special repairs under head of income—	
Constructing new gates.. . . .	\$5,036 74
Renewing landing wharf.. . . .	6,757 32
Renewing old piers and cleaning upper entrance.. . . .	1,077 12
Renewing old piers and cleaning lower entrance.. . . .	2,029 72
	<hr/> 14,900 90
Total.. . . .	<hr/> \$16,617 25 <hr/>

STE. ANNE’S LOCK.

*Operation.*

There was no interruption to navigation on this lock during the season of 1904.

*Maintenance.*

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$6,091 44
	<hr/>

CARILLON AND GRENVILLE CANALS.

*Operation.*

There was no interruption to navigation on these canals during the season of 1904.

*Maintenance.*

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staffs and repairs..	\$19,977 19
---	-------------

Special repairs under head of income—

Guide piers.. . . .	1,017 00
Electric lighting.. . . .	509 98
Rebuilding Grenville wharf.. . . .	7,188 48
	<hr/>
Total.. . . .	<hr/> \$28,692 65 <hr/>

BEAUHARNOIS CANAL.

*Operation.*

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.



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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under head of staff and repairs.. . .	\$10,499 99
Special repairs under head of income—	
Rebuilding weir at Valleyfield.. . . . .	14,949 83
	<hr/>
Total.. . . . .	\$25,449 82
	<hr/> <hr/>

MURRAY CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$4,452 68
Special repairs under head of income—	
Complete wire fencing.. . . . .	740 45
	<hr/>
Total.. . . . .	\$5,193 13
	<hr/> <hr/>

RIDEAU CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs..	\$49,790 55
Special repairs under head of income—	
Bridge at Smith's Falls.. . . . .	\$4,632 75
Dam at Poonamalie.. . . . .	9,880 60
	<hr/>
	14,513 35
	<hr/>
Total.. . . . .	\$64,303 90
	<hr/> <hr/>

TRENT CANAL.

Operation.

There was no interruption to navigation on this canal during the season of 1904.



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Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. \$26,056 78

Special repairs under the head of income:—

Complete west entrance pier, Peterboro'..	\$1,441 04
Complete west entrance pier, Burleigh.. ..	1,425 39
Blasting and dredging, Lakefield.. .. .	2,621 72
Dredging at Katchawannoe lake.. .. .	3,133 77
Dredging engine, boiler and steel boom..	258 25
Building three dump scows.. .. .	2,494 75
Purchase two steam drills.. .. .	494 37
Hoisting engine and boiler.. .. .	1,500 00
Rebuilding dam at Peterboro'.. .. .	12,991 20
Geo. Matthews & Co., damages.. .. .	600 00
Lower floor of sill of lock, Peterboro'.. ..	9,892 79
	<hr/>
	36,853 28
	<hr/>
Total.. .. .	\$62,910 06
	<hr/> <hr/>

ST. PETER'S CANAL.

Operation.

There was no interruption to navigation on this canal for the season of 1904.

Maintenance.

The cost of repairs during the year ended June 30, 1905, is as follows:—

Ordinary repairs under the head of staff and repairs.. .. \$1,095 90

Special repairs under the head of income:—

Dredging.. .. .	3,000,10
	<hr/>
Total.. .. .	4,096 00
	<hr/> <hr/>

CULBUTE CANAL.

This canal has been abandoned for navigation purposes.

Summary.

Cost of maintenance and operation of the canal system for the year ended June 30, 1905.. .. .	\$1,250,612 89
Net revenue of canals after deducting refunds.. ..	78,009 21
	<hr/>
Excess of cost of maintenance and operation over revenue.. .. .	\$1,172,603 68
	<hr/> <hr/>



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TABLE showing the dates of opening and closing of the canals for the season of 1904.

Name of Canal.	Navigation opened 1905.		Navigation closed 1904.	
Lachine .....	May	1	December	1
Soulanges .....	"	1		
Cornwall.....	"	1	December	10
Farran's Point.....	"	1	"	10
Rapide Plat.....	"	1	"	10
Galops.....	"	1	"	10
Murray ...	April	18	"	8
Welland.....	"	24	"	17
Sault Ste. Marie.....	"	10	"	26
Grenville.....	May	1	November	30
Carillon.....	"	1	"	30
Ste. Anne's.....	April	16	"	30
Chambly.....	May	1	"	30
St. Ours.....	April	15	"	30
Rideau..... ( At Ottawa.....	May	1	"	26
( At Kingston .....	"	1	"	24
Trent.....	April	10	December	26
Beauharnois .....	July	3	November	30
St. Peter's.....	May	2	December	23

CANAL STATISTICS.

These statistics are for the season of 1904, they have, as usual, been prepared by Mr. R. Devlin, the officer in charge of the canal statistics office.

TABLE showing the tons of freight passing through each canal, the number of trips of vessels passing through each canal for the season ended December, 1904.

Name of Canal.	Tons of Freight passed through.	No Tolls charged.	No. of Trip of Vessels passing through.
Welland.....	811,371		1,433
St. Lawrence.....	1,427,316		8,678
Chambly .....	448,187		3,475
Ottawa .....	335,993		1,805
Rideau.....	55,120		4,042
St. Peter's .....	73,416		1,654
Trent.....	45,689		2,287
Murray.....	28,439		768
Sault Ste. Marie.....	5,030,705		3,962

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.

RAILWAY SUBSIDIES.

The subsidies voted for railways, as stated in previous annual reports, are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For



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this reason it is not possible to give the amount of each subsidy available; but, the amount paid will be shown in the statements in Parts 1 and 2, also the number of miles of railway for which subsidy is granted per mile, which was available, and the number of miles of railway built up to July 1, 1905, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1905, with the number of miles built.

CANAL STATISTICS.

These statistics are for the season of 1904. They have been prepared by Mr. R. Devlin, the officer in charge of the canal statistics.

COMPARATIVE Statement, for seasons of 1904 and 1903, showing the amounts that would have been collected had not the canals been made free.

Name of Canal.	Season of 1904.	Season of 1903.
	\$ cts.	\$ cts.
Welland Canal .....	117,562 01	136,842 89
St. Lawrence Canals.....	111,726 25	123,189 47
Chambly Canal.....	27,451 87	24,759 24
Ottawa Canal .....	22,244 72	29,439 21
Rideau Canal .....	4,804 98	4,999 77
St. Peter's Canal.....	2,745 75	3,293 34
Trent Canal .....	1,333 15	1,508 07
Murray Canal .....	1,097 82	1,134 98
Sault Ste. Marie Canal.....	No tolls.	No tolls.
Total .....	288,966 55	325,166 97

COMPARATIVE Statement of Tons of freight which passed through the canals in seasons of 1904 and also of 1903.

Name of Canal.	Season of 1904	Season of 1903.	Number of trips of vessels passing through.	
			Season of 1904.	Season of 1903.
Welland Canal.....	811,371	1,002,919	1,433	1,787
St. Lawrence Canals.....	1,427,316	1,681,206	8,678	9,698
Chambly Canal.....	448,187	346,571	3,475	3,445
Ottawa Canal.....	335,993	436,473	1,805	2,094
Rideau Canal .....	55,120	61,120	4,042	3,966
St. Peter's Canal.....	73,416	90,864	1,654	1,760
Trent Canal .....	45,689	42,407	2,287	2,599
Murray Canal .....	28,439	30,389	768	762
Sault Ste. Marie Canal.....	5,030,705	5,511,868	3,962	4,351
Total tons .....	8,256,236	9,203,817	28,104	30,462

GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals, which form appendices hereto.



## SESSICNAL PAPER No. 20

## SUMMARY of Tables of Steam Railways for the years ended June 30, 1904, and June 30, 1905.

	June 30, 1904, Steam Railways only.	June 30, 1905, Steam Railways only.
Miles of railway completed (track laid).....	19,611	20,601
" sidings.....	3,327	3,632
" iron rails in main line. ....	66	68
" steel rails.....	19,545	20,533
" " (double track) ....	763	838
Capital paid (including the 4 following items).....	1,186,546,918	1,248,666,414
Government (Dominion and Provincial) bonuses paid .....	195,805,982	208,208,070
" " " loans paid .....	20,613,214	20,613,489
" (Provincial only) subscriptions to shares paid .....	300,000	300,000
Municipal aid paid .....	17,157,810	17,198,211
Miles in operation.....	19,431	20,487
Gross earnings.....	100,219,436	106,467,199
Working expenses.....	74,563,162	79,977,574
Net earnings .....	25,656,274	26,489,625
Passengers carried.....	23,640,765	25,288,723
Freight carried (tons).....	48,097,519	50,893,957
Train mileage.....	61,312,002	65,934,114
Passengers killed.....	25	35
Number of elevators .....	276	281
" highway crossings at rail-level, with watchman.....	239	222
" " " without watchman.....	13,493	13,746
" overhead bridges, highway crossings over railway.. ..	463	472
" highway crossings under railway.....	333	329
" level crossings of other railways.....	272	295
" junction with other railways .....	381	390
" " branch lines.....	224	234
" engines owned .....	2,640	2,808
" " hired.....	128	98
" sleeping cars owned.....	156	169
" " hired.....	15	25
" parlor cars owned .....	44	41
" " hired.....	6	4
" dining cars owned .....	37	58
" " hired.....	5	5
" official cars owned.....	69	64
" first class cars owned. ....	1,153	1,195
" " hired.....	78	90
" second class and immigrant cars owned.....	583	680
" " " hired.....	12	3
" baggage, mail and express cars owned.....	839	784
" " " hired.....	21	12
" refrigerator cars owned.....	1,297	1,455
" " " hired.....	268	56
" cattle and box freight cars owned.....	51,951	55,060
" " " hired.....	2,926	2,169
" platform cars owned.....	18,254	18,348
" " " hired.....	390	321
" coal cars owned.....	8,172	8,552
" " " hired.....	304	235
" conductors' vans owned .....	1,229	1,363
" " " hired.....	19	15
" tool cars owned .....	823	802
" " " hired.....	5	4
" snow ploughs owned.....	300	319
" " " hired.....	4	.....
" flangers owned.....	*354	202
" " " hired .....	2	.....
" other rolling stock.....	*1,421	*2,126
Included in the above there are the following:—		
Number of cars with air brakes owned .....	71,795	75,429
" " " hired.....	3,478	2,749
" " with automatic couplers owned.....	76,816	82,122
" " " hired .....	3,769	3,259

\* Includes steam cranes, steam shovels, derricks, boarding cars, pile drivers, &c.

NOTE—In the case of four companies, viz. ; Bruce Mines and Algoma, Lotbinière and Mégantic, New Brunswick Coal and Railway Co. and Quebec Southern, who have made no returns, the foregoing figures are for those of last return, the first two for 1904, and the last for 1903.



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## SUMMARY of Tables of Electric Railways for the years ended June 30, 1904, and June 30, 1905.

	Comparative Statement.	
	June 30, 1904.	June 30, 1905.
Miles of railway completed (track laid).....	767	793
" sidings.....	33	35
" iron rails in main line.....	22	25
" steel ".....	745	768
" " " double track.....	188	186
Capital paid (including the 3 following items) ..	50,399,188	61,033,321
Government (Dominion and Provincial) bonuses paid.....	60,800	60,800
Municipal aid paid.....	173,000	173,000
Miles in operation.....	767	793
Gross earnings.....	8,453,609	9,357,125
Working expenses.....	5,326,517	5,918,194
Net earnings.....	3,127,092	3,438,931
Passengers carried.....	181,689,998	203,467,317
Freight carried (tons).....	400,161	510,350
Car mileage.....	42,066,124	45,959,101
Passengers killed.....	10	30
Number of highway crossings at rail-level with watchman.....	10	10
" " " without watchman.....	286	273
" overhead bridges highway crossings over railway..	17	26
" highway crossings under railway.....	9	9
" farm crossings under railway.....	Nil.	2
" level crossings of other railways.....	102	117
" junctions with ".....	42	46
" " branch lines.....	7	11
" power houses (steam power) owned.....	30	38
" " " hired.....	9	10
" " (water power) owned.....	3	3
" " " hired.....	2,137	2,278
" passenger cars (motor) owned.....	223	260
" " " hired.....	1	3
" " (trailers) owned.....	2	12
" official cars owned.....	13	13
" locomotives owned.....	+15	14
" baggage, mail and express cars owned.....	*77	66
" cattle and box freight cars owned.....	13	15
" platform cars owned.....	+79	39
" tool cars owned.....	33	77
" snow ploughs owned.....		**21
" snow sweepers owned.....		
" other rolling stock owned.....		

† Includes one conductors' van.

\* Includes two coal cars.

‡ Includes snow sweepers.

\*\* Includes two conductors' vans, three coal and dump cars, sixteen refrigerator cars.

NOTE—In the case of the St. Thomas Electric Railway, no return has been made.



## RAILWAYS

DISTANCES OF THROUGH RAILWAY ROUTES

FROM THE

ATLANTIC TO THE PACIFIC

LENGTHS OF THE GOVERNMENT RAILWAYS

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## CANALS

LENGTHS AND LOCATIONS OF THE DOMINION CANALS AND THE  
INTERMEDIATE WATERS

WITH THE

DIMENSIONS OF LOCKS

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## MAPS



RAILWAYS.

The following shows the several routes of railway giving through communication between the Atlantic and Pacific coasts:—

The routes available between Halifax and Montreal are four in number, in all of which the Intercolonial is used, either in whole or in part, as follows:—

*Halifax to Montreal.*

	Miles.
1. Intercolonial Railway, via Lévis, to Montreal.. . . .	837
2. Intercolonial Railway to St. John.. . . .	275
Canadian Pacific Railway, from St. John to Montreal..	480
Total.. . . .	755
3. Intercolonial Railway to St. John.. . . .	275
Canadian Pacific Railway, from St. John to Vanceboro'.	90
Main Central Railway, from Vanceboro' to Danville Junction.. . . .	224
Grand Trunk Railway, from Danville Junction to Montreal.. . . .	270
Total.. . . .	859
4. Intercolonial Railway to St. John.. . . .	275
Canadian Pacific Railway from St. John to Edmundston.	170
Temiscouata Railway, from Edmundston to Rivière du Loup.. . . .	81
Intercolonial Railway, from Rivière du Loup to Montreal.. . . .	278
Total.. . . .	804

*St. John to Montreal.*

1. Intercolonial Railway, via Lévis, to Montreal.. . . .	740
2. Canadian Pacific Railway to Montreal.. . . .	480
3. Canadian Pacific Railway to Edmundston.. . . .	170
Temiscouata Railway, from Edmundston to Rivière du Loup.. . . .	81
Intercolonial Railway, from Rivière du Loup to Montreal.. . . .	278
Total.. . . .	529



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MONTREAL, OR QUEBEC, TO THE PACIFIC OCEAN.

*Montreal to Vancouver.*

	Miles.
1. Canadian Pacific Railway to Vancouver.. . . .	2,906
Canadian Pacific Railway from North Bay to Vancouver	2,546
	<hr/>
2. Grand Trunk Railway to North Bay.. . . .	560
	<hr/>
Total.. . . .	3,102
	<hr/>

*Quebec to Vancouver.*

	Miles.
1. Canadian Pacific Railway to Vancouver.. . . .	3,052
	<hr/>
2. Intercolonial Railway to Montreal.. . . .	162
Canadian Pacific Railway from Montreal to Vancouver.	2,906
	<hr/>
Total.. . . .	3,068
	<hr/>
3. Grand Trunk Railway to Montreal.. . . .	172
Canadian Pacific Railway from Montreal to Vancouver.	2,906
	<hr/>
Total.. . . .	3,078
	<hr/>
4. Grand Trunk Railway to North Bay.. . . .	732
Canadian Pacific Railway from North Bay to Vancouver	2,542
	<hr/>
Total.. . . .	3,274
	<hr/>

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic ocean ports, namely, Point du Chene, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1905, was 1445·92 miles, and for freight branches 12·50 miles, making a total of 1457·42 miles.

The following are the through distances:—

	Miles.
Halifax to Montreal, via Lévis.. . . .	837
St. John to Montreal, via Lévis.. . . .	740
Sydney to Montreal, via Lévis.. . . .	990
North Sydney to Montreal, via Lévis.. . . .	983



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Freight carried direct via St. Henri to Montreal, which would reduce each of the above distances by 3 miles.

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish.. . . . .	166
Mount Stewart to Georgetown.. . . . .	24
Charlottetown to Royalty Junction.. . . . .	5
Emerald Junction to Cape Traverse.. . . . .	13
Alberton to Cascumpec wharf.. . . . .	1
	<hr/>
	209
	<hr/>

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, between Charlottetown and Pictou and between Georgetown and Pictou, and in winter by specially built steamers between Georgetown and Pictou and between Charlottetown and Pictou. There is also further provision made for communication by ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Island Railway about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—



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*First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

	Miles.
1. Lachine Canal.. . . . .	8½
Lake St. Louis and River St. Lawrence.. . . . .	16
2. Soulanges Canal.. . . . .	14
Lake St. Francis and River St. Lawrence.. . . . .	33
3. Cornwall Canal.. . . . .	11
River St. Lawrence.. . . . .	5
4. Farran's Point Canal.. . . . .	1
River St. Lawrence.. . . . .	10
5. Rapide Plat Canal.. . . . .	3½
River St. Lawrence.. . . . .	4
6. Galops Canal.. . . . .	7½
River St. Lawrence and Lake Ontario.. . . . .	236
7. Welland Canal.. . . . .	26¾
Lake Erie, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal.. . . . .	1¼
Lake Superior to Port Arthur.. . . . .	266
Total.. . . . .	1,223¼
To Duluth.. . . . .	1,357
Chicago.. . . . .	1,286

*Second.—Ottawa to Lake Champlain.*

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

*Third.—Ottawa to Kingston and Perth.*

1. Rideau Canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

1. Trent Canal (not completed).

*Fifth.—Ocean to the Bras d'Or Lakes.*

1. St. Peter's Canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago 2,272 miles.



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From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of  $27\frac{1}{2}$  feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

The improvement of the United States channels in St. Mary's river has been continued from year to year, so that the dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. Excavation has now been commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimen-



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sions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal.. . . .	8½ statute miles.
Number of locks.. . . .	5
Dimension of locks.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	45 feet.
Depth of water on sills, at two locks.. . . .	18 “
Depth of water on sills, at three locks.. . . .	14 “
Average width of new canal.. . . .	150 “

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal.. . . .	14 Statute miles.
Number of locks	{ lift.. . . . 4
	{ guard.. . . . 1
Dimensions of locks.. . . .	280 feet by 45 feet.
Total rise or lockage.. . . .	84 feet.
Depth of water on sills.. . . .	15 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “
Number of arc lights.. . . .	219 of 2,000 c.p. each.

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

CORNWALL CANAL.

Length of canal.. . . .	11 statute miles.
Number of locks.. . . .	6
Total rise of lockage.. . . .	270 feet by 45 feet.
Total rise or lockage.. . . .	48 feet.
Depth of water on sills.. . . .	14 “
Breadth of canal at bottom.. . . .	100 “
Breadth of canal at water surface.. . . .	164 “



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The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, 32 $\frac{3}{4}$  miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal.. ∴ . . . . .	1 mile.
Number of locks.. . . . .	1
New lock.. . . . .	800 feet by 45 feet.
Old lock.. . . . .	200 "
Total rise of lockages.. . . . .	3 $\frac{1}{2}$ feet.
Depth of water on sills of new lock.. . . . .	14 "
Depth of water on sills of old lock.. . . . .	9 "
Breadth of canal at bottom.. . . . .	90 "
Breadth of canal at water surface.. . . . .	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL

Length of canal.. . . . .	3 $\frac{2}{3}$ miles.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	270 feet by 45 feet.
Total rise or lockage.. . . . .	11 $\frac{1}{2}$ feet.
Depth of water on sills.. . . . .	14 "
Breadth of canal.. . . . .	80 "
Breadth of canal at surface water.. . . . .	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10 $\frac{1}{2}$  miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.



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GALOPS CANAL.

Length of canal.. . . . .	7½ miles.
Number of locks.. . . . .	3
Dimension of locks {one of which is}.. . . .	2-270 by 45.
{ a guard lock.}.. . . .	1-800 by 45.
Total rise or lockage.. . . . .	15½ feet.
Depth of water on sills.. . . . .	14 “
Breadth of canal at bottom.. . . . .	80 “
Breadth of canal at surface of water.. . . . .	144 “

From the head of Rapide Plat canal to Iroquois, at the foot of the Gallops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL

Length between eastern and western pier heads.. . . .	5½ miles.
Breadth at bottom.. . . . .	80 feet.
Breadth at water surface.. . . . .	120 “
Depth below lowest known lake level.. . . . .	11 “
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal.. . . . .	27½ miles	26¾ miles.
Pairs of guard-gates (formerly 3)		2
Number of locks {lift.....	26	25
{guard.....	1	1
Dimensions.....	<div> <div> 1 lock 200 x 45  1 lock 200 x 45  1 (tidal) 230 x 45  24 locks 150 x 45 </div> 270 feet x 45 feet. </div>	
Total rise or lockage.....	326¾ feet	326¾ feet.
Depth of water on sills.....	10¼ “	14 “



WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland.. . . .	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct.. . . .	300 feet.
Chippewa Cut to River Niagara.. . . .	1,020 feet.
Number of locks—one at Aqueduct and one at Port Robinson.. . . .	2
Dimensions of locks.. . . .	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland.. . . .	10 feet.
Depth of water on sills.. . . .	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal.. . . .	21 miles.
Number of locks.. . . .	2
Dimensions of locks.. . . .	1 of 150 by 26½ feet. 1 of 200 by 45 “
Total rise or lockage.. . . .	7 to 8 feet.
Depth of water on sills.. . . .	9 feet

PORT MAITLAND BRANCH.

Length of canal.. . . .	1¾ miles.
Number of locks.. . . .	1
Dimensions of locks.. . . .	185 feet by 45 feet.
Total rise or lockage.. . . .	7½ feet.
Depth of water on sills.. . . .	11 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11¾miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.



SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers.. . . . .	5,967 feet.
Number of locks.. . . . .	1
Dimensions of locks.. . . . .	900 feet by 60 feet.
Depth of water on sills (at lowest known water level).. . . . .	20 feet 3 inches.
Total rise or lockage.. . . . .	18 feet.
Breadth of canal at bottom.. . . . .	141 feet 8 inches.
Breadth at surface of water.. . . . .	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245½ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

The total lockage (not including that of the Lachine canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal . . . . .	8½	
From Lachine to Ste. Anne's lock.....	15	23
Ste. Anne's lock and piers.....	½	23
Ste. Anne's lock to Carillon canal. . . . .	27	50
The Carillon canal.....	3	51
From Carillon to Grenville canal.....	6½	57
The Grenville canal.....	1	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126½	245



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STE. ANNE'S LOCK.

	New lock.	Old lock.
Length of canal.. . . . .	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks.. . . . .	1	1
Dimensions of locks.. . . . .	200 x 45 feet.	190 x 45 feet.
Total rise or lockage.. . . . .	3 feet.	3 feet.
Depth of sills.. . . . .	9 “	6 “

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal.. . . . .	$\frac{3}{4}$ mile.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	200 x 45 feet.
Total rise or lockage.. . . . .	16 feet.
Depth of water on sills.. . . . .	9 “
Breadth of canal at bottom.. . . . .	100 “
Breadth of canal at water surface.. . . . .	110 “

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal.. . . . .	5¼miles.
Number of locks.. . . . .	5
Dimensions of locks.. . . . .	200 x 45 feet.
Total rise or lockage.. . . . .	43¾ feet.
Depth of water on sills.. . . . .	9 “
Breadth of canal at bottom.. . . . .	40 to 50 feet.
Breadth of canal at surface of water.. . . . .	50 to 80 “

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.



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RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston. ..

Length of navigation waters.. . . . .	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston....	{ 35 ascending. 14 descending.
Total, lockage.. . . . .	446 $\frac{1}{4}$ feet { 282 $\frac{1}{4}$ rise and 164 fall } at high water.
Dimensions of locks.. . . . .	134 x 33 feet.
Depth of water on sills.. . . . .	5 feet.
Navigation depth through the several reaches.. . . .	4 $\frac{1}{2}$ "
Breadth of canal reaches at bottom.. . . . .	{ 60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water.. . . . .	80 feet in earth.

PERTH BRANCH.

Length of canal.. . . . .	6 miles.
Number of locks.. . . . .	2
Dimensions of locks.. . . . .	134 feet x 32 feet.
Total rise or lockage.. . . . .	26 "
Depth of water on sills.. . . . .	5 " 6 inches.
Length of dam.. . . . .	200 "
Breadth of canal at bottom.. . . . .	40 "
Breadth of canal at surface at water.. . . . .	{ 60 " in clay. 40 " in rock.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.



Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Interme- diate Distance.	Total Distances
	Miles.	Miles.
Sorel to St. Ours lock .....	14	14
St. Ours lock to Chambly canal. ....	32	46
Chambly canal .....	12	58
Chambly canal to boundary line.....	23	81
Boundary line to Champlain canal .....	111	192
Champlain canal to junction with Erie canal.....	66	258
Erie canal from junction to Albany.....	7	265
Albany to New York .....	146	411

ST. OURS LOCK AND DAM.

Length.. . . . .	$\frac{1}{8}$ mile.
Number of locks.. . . . .	1
Dimensions of locks.. . . . .	200 feet by 45 feet.
Total rise of lockage.. . . . .	5 feet.
Depth of water on sills.. . . . .	7 feet at low water.
Length of dam in eastern channel.. . . .	300 "
Length of dam in western channel.. . . .	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles



CHAMBLY CANAL.

Length of canal.. . . . .	12 miles.
Number of locks.. . . . .	9
Dimensions of locks:—	
Guard lock, No. 1 at St. Johns.. . . . .	122 feet.
Lift “ 2 .. . . . .	124 “
“ “ 3, 4, 5, 6 .. . . . .	118 “
“ “ 7, 8, 9 combined.. . . . .	125 “
Total rise or lockage.. . . . .	74 “
Depth of water on sills.. . . . .	7 “
Breadth of canal at bottom.. . . . .	36 “
Breadth of canal at surface of water.. . .	60 “

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term ‘Trent canal’ is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence across Lake Simcoe to the Severn river; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.



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The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté to Nine Mile rapids....	—	9
Nine Mile rapids to Percy landing.. . . .	19½	—
Percy landing to Heeley's Falls dam.. . . .	—	14½
Heeley's Falls dam to Peterborough.. . . .	51¾	—
Peterborough to Lakefield.. . . .	—	9½
Lakefield to a point across Balsam lake.. . . .	61	—
Balsam lake to Lake Simcoe.. . . .	—	18¾
Across Lake Simcoe to Severn river.. . . .	18	—
Lake Simcoe to Georgian bay via Severn river..	—	14
	150½	65¾
Total distance, Bay of Quinté to Georgian bay.. . . .		212
From Sturgeon Point on Sturgeon lake, 48¾ miles from Lake field, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.. . . .		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee, maintains navigation on Lake Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal. The lock here, it should be observed, is controlled by the Provincial government.

At Burleigh Rapids, 10 miles from Young's Point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.



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The following is a list of the locks, with their dimensions:—

- 1 Lock at Rosedale (maintained by the Ontario government), 100' x 30' x 4'6" to 6' 6" depth water on mitre sill.
- 2 Locks at Fenelon... ..134' x 33' x 5' 0" to 7' 6' depth of water on mitre sill.
- 1 " Lindsay... ..134' x 33' x 5' 0" to 7' 0" " "
- 1 " Bobcaygeon... ..134' x 33' x 5' 8" to 7' 6" " "
- 1 " Buckhorn. . . .134' x 33' x 5' 0" to 9' 0 " " "
- 1 " Lovesick... ..134' x 33' x 5' 0" to 9' 4" " "
- 2 " Burleigh... ..134' x 33' x 6' 0" to 8' 0" " "
- 1 " Young's Point (a provincial government work) 134' x 33' x 5' 0" to 14' 0" depth of water on mitre sill.
- 1 " Peterborough ..134' x 33' x 5' 0" to 10' 0" depth of water on mitre sill.
- 1 " Chisholm's .. ..134' x 33' x 5' 0" to 8' 6" " "
- 1 " Hastings .. ..134' x 33' x 7' 0" to 10' 6" " "
- 1 Hydraulic lift lock at Ashburnham.

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ST. PETER'S CANAL, CAPE BRETON.

Length of canal.. . . . .	About 2,400 feet.
Breadth at water line.. . . . .	55 feet.
Lock.. . . . .	One tidal lock, 4 pairs of gates
Dimensions.. . . . .	200 feet by 48 feet.
Depth of water on sills.. . . . .	18 feet at lowest water.
Depth through canal.. . . . .	19 feet.
Extreme rise and fall of tide in St. Peter's bay.. . . . .	4 feet.

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Length of canal.. . . . .	12 statute miles.
Number of locks.. . . . .	9
Dimensions of locks.. . . . .	200 feet by 45 feet.
Total rise or lockage.. . . . .	82½ "
Depth of water on sills.. . . . .	9 "
Breadth of canal at bottom.. . . . .	80 "
Breadth of canal at water surface.. . . . .	120 "



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As the new Soulanges canal is now opened for navigation the Beauharnois canal is practically abandoned for navigation purposes.

I have the honour to be, sir,  
Your obedient servant,

M. J. BUTLER,  
*Deputy Minister and Chief Engineer of Railways and Canals.*

The Honourable H. R. EMMERSON,  
Minister of Railways and Canals.



## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,

MONCTON, N.B., October 5, 1905.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1905.

I inclose the report of the Chief Engineer on the works charged to capital account, the report of the engineer of maintenance on the repair and renewal of the permanent way, buildings and works, and the report of the superintendents of motive power and of the mechanical accountant, with the statements relating to the mechanical department; also the following statements of the accounts of the railway prepared by the chief accountant and treasurer:—

1. Capital account.
2. Revenue.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. Special votes.
9. General stores.
10. General balance.
11. Comparative statement of averages.

The length of railway in operation on June 30, 1904, was 1320·92 miles. On October 1, 1904, the line of railway known as the Canada Eastern Railway, extending from Gibson to Loggieville, 123·67 miles in length, was purchased by the Dominion government and added to the Intercolonial; on April 19, 1905, the Fredericton and St. Mary's bridge and property connected with it were surrendered to the Dominion government by the Fredericton and St. Mary's Bridge Company and added to the Intercolonial, an additional mileage of 1·33 miles, making a total mileage in operation on June 30, 1905, of 1445·92 miles.

## CAPITAL ACCOUNT.

The total cost of road and equipment on June 30, 1904, was \$72,735,935.80.

The additions during the year were as follows:—

Purchase of Canada Eastern Railway.. . . .	\$ 800,000 00
To increase accommodation at Sydney.. . . .	59,288 88
Original construction.. . . .	11,008 31
To strengthen bridges.. . . .	246,242 05
To increase accommodation at Lévis.. . . .	16,999 64
Air brakes to freight cars.. . . .	24,991 13
To exchange drawbars of freight cars.. . . .	45,010 00
New machinery for locomotive and car shops.. . .	40,308 54
To equip 4 passenger cars with Pintsch gas apparatus.. . . .	1,401 26
To equip passenger cars with vestibules.. . . .	1,773 53
Additional sidings along the line.. . . .	139,165 49



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Increased accommodation and facilities along the line.. . . .	\$ 132,717 35
New superstructure, Restigouche bridge.. . . .	43,363 00
To dredge and blast rock at deep water terminus, Halifax.. . . .	8,952 55
Improvements at Little Met's station, and diverting public road.. . . .	4,335 51
New station at Windsor, N.S., &c.. . . .	8,563 59
To increase accommodation at Amherst.. . . .	16,752 13
To increase water supply.. . . .	14,812 35
Increase accommodation at Amqui.. . . .	13,014 39
Increased accommodation, Stellarton.. . . .	26,728 48
Engine house, machine shop, &c., Rivière du Loup..	66,986 48
Engine house, &c., Chaudière Junction.. . . .	34,623 62
Increased accommodation, St. John.. . . .	46,396 21
To increase accommodation at Halifax.. . . .	372,791 09
To increase accommodation, Pictou.. . . .	68,125 14
Improvements, North Sydney.. . . .	14,462 99
To increase accommodation at Moncton.. . . .	85,105 87
To increase accommodation Ste. Flavie.. . . .	60,759 71
Towards improving ferry service at Strait of Canso..	45,928 56
Protection to Grand Narrows bridge.. . . .	35,801 68
Semaphores at stations.. . . .	1,186 09
Portable plant for boring and cutting rails.. . . .	14,674 75
Extension to Sydney Mines.. . . .	24,044 93
Diversion of line at St. Leonard Junction.. . . .	10,562 18
Diversion of line at Mitchell.. . . .	12,394 26
To reduce curve at Birch Cove.. . . .	42 447 54
Double tracking parts of the line.. . . .	151,147 01
Rolling stock.. . . .	1,377,078 11
Steel rails and fastenings.. . . .	495,009 89
Increased accommodation at Truro.. . . .	56,468 57
Drummondville, Improvements at.. . . .	9,207 76
Rivière Ouelle, Improvements at.. . . .	3,480 76
St. Moise, Station at.. . . .	4,111 29
To eliminate two road crossings at rail level at the Cape Road crossing near Dorchester, N.B.. . .	4,421 47
Increased accommodation at Antigonish.. . . .	14,046 83
Siding at St. Romuald.. . . .	1,079 80
Diversion of public road to eliminate a crossing at rail level between St. Cyrville and Drummondville.. . . .	500 00
Increased accommodation at Memramcook.. . . .	4,871 57
New Glasgow, Increased accommodation at.. . . .	779 50
Additional sidings and spur lines.. . . .	23,700 00
Total.. . . .	\$ 4,737,621 93
Making the total cost on June 30, 1905.. . . .	77,473,557 73

*New machinery for locomotive and car shops.*

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.



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*Rolling stock.*

Ten consolidation locomotives for freight service, twelve Pacific type locomotives for passenger service, ten first-class sleeping cars, four parlour cars, two dining cars, twenty first-class passenger cars, four second-class sleeping cars, three postal cars, one combined postal and baggage car, and one hundred and fifty box freight cars, were purchased.

*To exchange drawbars of freight cars.*

Nine hundred and two freight cars were changed from the link and pin drawbar to the M.C.B. coupler.

*..Air brakes to freight cars.*

Four hundred and fifty-four freight cars and thirteen freight vans were equipped during the year with Westinghouse automatic quick action air brake.

The explanation in regard to the other expenditures on capital account will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings.. . . . .	\$6,783,522 83
Working expenses.. . . . .	8,508,826 75
Deficiency.. . . . .	<u>\$1,725,303 92</u>

The gross earnings compare as follows with those of the previous year:—

In 1904-05.. . . . .	\$6,783,522 83
In 1903-04.. . . . .	6,339,231 43
Increase.. . . . .	<u>\$ 444,291 40</u>

The earnings from passenger traffic compare as follows:—

In 1904-05.. . . . .	\$2,105,066 75
In 1903-04.. . . . .	2,021,568 04
Increase.. . . . .	<u>\$ 83,498 71</u>

The earnings from freight traffic compare as follows:—

In 1904-05.. . . . .	\$4,373,178 55
In 1903-04.. . . . .	4,041,122 48
Increase.. . . . .	<u>\$ 332,056 07</u>

The earnings from mails and express freight compare as follows:—

In 1904-05.. . . . .	\$ 305,277 53
In 1903-04.. . . . .	276,540 55
Increase.. . . . .	<u>\$ 28,736 98</u>



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The earnings by mile of railway compare as follows:—

In 1904-05.. . . . .	\$ 4,795 13
In 1903-04.. . . . .	4,799 10

The earnings by train mile compare as follows:—

	Cents.
In 1904-05.. . . . .	0·929
In 1903-04.. . . . .	0·974

The number of passengers carried compare as follows:—

In 1904-05.. . . . .	2,810,960
In 1903-04.. . . . .	2,663,156
Increase.. . . . .	147,804

Of this increase 142,085 were local passengers and 5,719 were through passengers.  
The weight of freight carried compares as follows:—

	Tons.
In 1904-05.. . . . .	2,782,257
In 1903-04.. . . . .	2,664,149
Increase.. . . . .	118,108

There was a decrease in local freight of 3,733 tons, and an increase in through freight of 121,841 tons.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

Articles.	1903-04.	1904-05.	Increase.	Decrease.
Barrels of flour and meal.....	1,607,050	1,769,480	162,430	
Bushels of grain.....	2,788,772	3,317,910	529,138	
Lumber in superficial feet.....	465,379,803	518,434,310	53,054,507	
Head of live stock.....	113,006	110,670		2,336
Coal in tons.....	694,761	602,377		92,384
Manufactured goods in tons.....	522,410	632,023	109,613	
Cords of firewood.....	53,606	79,513	25,907	
All other articles in tons.....	1,194,163	504,991		689,172

There was an increase over last year in the quantity of the following articles carried:—

Flour, meal and other mill products, eggs, hay and straw, apples, calves, sheep and lambs, logs, ship timber, pulpwood, railway ties, tanbark, firewood, clapboards, laths and palings, stone, lime and cement, iron and other metals, salted, dried and canned fish, clams, molasses and leather.

There was a decrease in the quantity of the following:—Potatoes and other vegetables, butter and cheese, horses, horned cattle, pigs, lumber, pit props, telegraph poles, shingles, extract of hemlock bark, coal, ore, brick, sand, fresh fish, oysters, sugar, salted and fresh pork, salted and fresh beef, hides and skins.



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WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1904-05.. . . . .	\$8,368,826 75
In 1903-04.. . . . .	7,099,982 04
Increase.. . . . .	<u>\$1,268,844 71</u>

The averages compare with those of last year as follows:—

Per mile run by engines—

In 1904-05.. . . . .	88·93
In 1903-04.. . . . .	<u>86·32</u>

Per mile run by trains—

In 1904-05.. . . . .	114·69
In 1903-04.. . . . .	<u>109·17</u>

Working expenses per mile of railway—

In 1904-05.. . . . .	\$ 5,915 74
In 1903-04.. . . . .	<u>5,375 03</u>

The rent paid to the Grand Trunk Railway Company, \$140,000, is not included in the above, as it would disturb the comparison with previous years; no corresponding change relating to the cost of any portion of the railway having been included in the working expenses previous to the year 1898-99.

The permanent way and structures and all the works of the railway received necessary repairs and are in good order.

The number of ties renewed was 730,451. Two hundred and fifty sets of switch ties were also renewed.

109·62 miles of track was reballasted, 164,440 cubic yards of ballast being used.

Bridges, culverts, wharfs and buildings received necessary repairs.

The fences were repaired and 63·52 miles of fences were built.

The snow sheds and snow fences were repaired.

The rolling stock received necessary repairs, and is in good order.

Three heavy locomotives for shunting purposes were purchased to replace an equal number of smaller and lighter ones taken out of service.

Two first class passenger cars, one hundred and six box freight cars, two hundred platform cars and two hundred and fifty hopper cars were purchased; four second-class cars, five box freight cars, thirty five platforms cars, one auxiliary car, one flanger car, three snow-ploughs, and one wing plough, were built in the work shops of the railway; all to replace an equal number taken out of service. The box and platform cars were of greater capacity than the ones they replaced. The two hundred and fifty hopper cars were of fifteen tons capacity each, and they were substituted for hopper cars of six tons capacity each.

STORES.

The value of stores purchased was.. . . . .	\$3,501,106 36
The value of stores used was.. . . . .	4,213,938 86
The value of material sold was.. . . . .	<u>247,415 87</u>



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The value of stores on hand at the end of the year was:—

Miscellaneous.. . . . .	\$ 143,042 41
Fuel.. . . . .	71,461 59
Track materials.. . . . .	279,150 10
Iron and steel rails.. . . . .	677,475 58
	<hr/>
Total.. . . . .	\$1,171,129 68
	<hr/>

## GENERAL.

In the month of January, 1905, the storehouse at Stellarton adjoining the engine-house was destroyed by fire.

In the month of May, 1905, the station and other railway buildings at McIntyre's Lake were destroyed by fire. Also the freight shed and cattle pen at Painsec Junction.

The winter of 1904-05 was a very cold and tempestuous one, especially in Nova Scotia and the southern part of New Brunswick, and the snow fall was much above the average. The greatest difficulty from this cause was experienced in February and March, and during those months, notwithstanding the utmost exertions of the officials and employes, the track was blockaded on several occasions, on parts of the line, and there was considerable delay and interruption to passenger and freight traffic.

The severity of the winter had a most injurious effect financially on the operations of the year, for in addition to the direct cost of clearing snow and ice from the tracks, there was an indirect cost of repairing the damage done to locomotives, snow-ploughs and other rolling stock, thus greatly increasing the operating expenses; while on the other side of the account there was loss of revenue due to the snow blockades.

It is proper that I should mention here another matter, which caused a considerable loss of revenue to the railway during the year. The summer of 1904 was unusually dry in the eastern part of Nova Scotia and in Prince Edward Island, and as a result the crop of hay was deficient. Under these circumstances, a strong appeal was made to the government for assistance to the farmers to enable them to feed their live stock, and it was decided to carry over the Intercolonial without charge, hay for the use of farmers in those districts. The quantity so carried was 36,609 tons, the Intercolonial Railway freight on which amounted to \$140,733.30, of which \$125,855.46 were refunded and deducted from the earnings of the railway during the year

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

*General Manager, Government Railways.*

M. J. Butler, Esq., C.E.,  
Deputy Minister and Chief Engineer,  
Department Railways and Canals,  
Ottawa, Ont.



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## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,  
MONCTON, N.B., Sept. 13, 1905.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending June 30, 1905.

*To increase accommodation at Sydney.*

The new building 170' 10" long for coal house, with hoisting machinery, was completed and 504 feet of tracks required in connection with same were put in.

The freight shed was moved from the old site, which was required for the passenger station now being built and placed on new foundations on the site between York and Ferry streets. All necessary filling in and grading was done. Eleven hundred feet of tracks required in connection with the new site were put in and ballasted; a new roadway was also made between York and Ferry streets at the rear of sheds. A roadway was also made at the rear of freight shed north of York street, built two years ago. Nineteen hundred and fifty feet of tracks to car repair shop were put in.

Water service was extended, and one additional stand pipe put in. A contract was let for a brick and stone passenger station, and the work of construction is under way.

*Original construction.*

Under this vote, amounts were paid H. N. Paint. Pt. Tupper, the Cunard estate, North Sydney and heirs D. D. Young, Lévis, and amounts were paid for legal services in connection with the above and other cases.

*To strengthen bridges.*

The following spans, purchased during the last year and the present year, have been put in place: New Glasgow under-crossing, 1 span, 22 feet 6 inches, 3 spans, 44 feet 9 inches each; Perkins bridge, 35 feet 6 inches; South Cocaigne, 1 span, 28 feet 3 inches; Chisholm bridge, 1 span, 26 feet; North River, 1 span, 55 feet; Buctouche, 1 span, 34 feet; South Coal branch, 3 spans (1 span 40 feet 4 inches, 2 spans, 38 feet 4 inches each); Red Pine brook, 1 span, 24 feet 4 inches; Gordon's brook, 1 span, 47 feet; St. Alexis, 1 span, 28 feet; Tobogote, 1 span, 34 feet; West Tobogote, 1 span, 23 feet; Cedal Hall, 1 span, 29 feet; St. Moise, 1 span, 25 feet 6 inches; St. Moise tank, 1 span, 45 feet 6 inches; Ste. Flavie No. 1, 1 span, 25 feet; Ste. Flavie, No. 2, 1 span, 24 feet 4 inches; Ste. Luce No. 1, 1 span, 24 feet 3 inches; Ste. Luce No. 2, 1 span, 24 feet; Ste. Luce No. 3, 1 span, 28 feet 6 inches; St. Anaclet, 1 span, 24 feet; Bic, 1 span, 25 feet; St. Fabien No. 1, 1 span, 20 feet 9 inches; St. Fabien No. 2, 1 span, 21 feet; Trois Pistoles, 1 span, 17 feet; Isle Verte, 1 span, 21 feet 3 inches; Terryburn, 1 span, 29 feet 6 inches; Brockville public crossing, 1 span, 55 feet 6 inches; Quispamsis, 1 span, 24 feet; Darling's brook, 1 span, 25 feet 5 inches; Groom's cove 1 span, 20 feet 6 inches; Morton's mill race, 1 span, 34 feet; North and South Charlo river, 5 spans, 56 feet each.

The necessary alterations and repairs to the masonry of abutments and piers has been done, new floors put upon these bridges, and the work of reconstruction has been completed.

*Halifax overhead bridge.*

A very heavy highway bridge with two roadways. This bridge has ben completed as far as practicable until the rock excavation required for the third track is finished.







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	Feet.
Hilden, extension loading siding .. .. .	545
Brookfield, extension loading siding .. .. .	2,420
Oxford Junction, extension siding.. .. .	1,400
Tufts Cove, new siding .. .. .	275
Brierly Brook, extension siding .. .. .	930
Merigomish, extension siding.. .. .	401
Christmas Island, new crossing siding .. .. .	1,470
Alba, extension siding .. .. .	867
Coal Branch, extension siding .. .. .	428
Adamsville, extension siding .. .. .	550
Barnaby River, extension siding.. .. .	1,600
New Castle, new siding.. .. .	4,900
Gloucester Junction, new siding .. .. .	1,400
Beresford, extension siding .. .. .	340
New Mills, new siding .. .. .	1,503
Beaver Brook, new siding .. .. .	805
Red Pine, new siding .. .. .	2,200
Campbellton, new siding .. .. .	1,682
Campbellton land purchased for siding.	
Assamctquagan, new siding.. .. .	398
Beau Rivage, new siding .. .. .	520
St. Moise, new siding .. .. .	431
Ste. Luce, extension siding .. .. .	720
St. Anaclet, new siding.. .. .	1,616
Bic, extension siding .. .. .	550
St. Fabien, extension siding .. .. .	1,600
St. Simon, extension siding .. .. .	700
Trois Pistoles, extension siding .. .. .	775
St. Eloi, extension siding .. .. .	800
St. Arsene, extension siding .. .. .	700
Cacouna, extension siding .. .. .	202
St. Phillippe de Neri, extension siding .. .. .	1,300
St. Pacome, extension siding .. .. .	600
Ste. Anne, new siding .. .. .	1,125
Ste. Louise, extension siding .. .. .	300
St. Jean Port Joli, extension siding .. .. .	500
Cap St. Ignace, extension siding .. .. .	1,700
Ste. Helene, extension siding .. .. .	1,023
Forestdale, new siding .. .. .	845
St. Edward, new cross over siding,.. .. .	124
St. Edward, extension siding .. .. .	801
Nelson, extension siding .. .. .	704
Stewiacke, extension crossing .. .. .	300
Johnstone's Road, new spur.. .. .	440
Sultan Road, new spur.. .. .	450
Chatham Junction, ext. siding.. .. .	150
Cushman's Ballast Pit, new siding.. .. .	910
Chelmsford, new spur.. .. .	312
Grey Rapids, new siding.. .. .	338
Coughlan's, ext. siding.. .. .	576
Upper Blackville, ext. siding.. .. .	470
Weaver's, ext. siding.. .. .	500
Hurley's Brook, new spur.. .. .	200
Carroll's, new spur.. .. .	452



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	Feet.
McNamee's, ext. siding.. . . . .	600
Astles, ext. crossing siding.. . . . .	495
Penniac, ext. siding.. . . . .	600
Gibson, new spur.. . . . .	1.225
Pictou, landing siding completed.. . . . .	....
Glengarry, loading siding.. . . . .	450
Meadow, crossing siding.. . . . .	2.100

*Increased accommodation and facilities along the line.*

The following work was done under this appropriation:—

Pomquet platform was extended 89 feet.

Belmont platform was extended, cellar and drain provided.

Alton, loading platform and new station provided.

South River, platform extended 88 feet.

Afton, platform extended 75 feet.

Antigonish, loading platform, 127 feet.

Charlo, addition to station.

St. Pacome, station remodelled and enlarged and loading platform provided.

Montmagny, extension to station.

Ste. Anne, station remodelled and enlarged.

Rogersville, station enlarged and baggageroom provided, platform ext.

Bathurst, addition to freight shed.

Oxford Junction, extension to freight shed and platform extended 272'.

Campbellton, toilet accommodation put in freight shed, platform extended and cattle pen provided.

Bayfield Road, new station provided, old station converted into a freight shed and baggage room.

Hilden station, enlarged and improved, and freight shed provided.

Mulgrave, freight shed provided and platform extended.

Salmon Lake, station provided, land purchased, existing building moved and new platform built.

Sussex, addition to freight shed and additional land purchased.

Canaan, freight shed and station remodelled, platform ext., and cattle pen provided.

St. Charles Junction, addition to station.

Shubenacadie, addition to freight shed and extension to platform.

Granton, station.

Ste. Louise, addition to station and dwelling.

Villeroy, new station.

McKinnon's Harbour, improvements to loading ground, and extension to platform.

Brierly Brook, extension to platform, 100 feet.

Mitchell, dwelling for agent and freight shed provided.

Debert, new freight shed and extension to platform.

Rimouski, addition to ice house and platform extended.

Nash's Creek, addition to station.

River John, remodelled station.

St. Paschal, station enlarged.

Rivière du Loup, ice house.

New Glasgow, addition to baggage room.

Valley, platform extended 175 feet.

Lansdowne, platform extended 170 feet.

Brookfield, platform extended 215 feet.

Fairview, platform extended 150 feet.



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Elmsdale, platform extended 275 feet.  
Glengarry, platform extended 170 feet.  
Ste. Flavie, addition to ice house.  
St. Alexis, addition to station and water supply.  
Laurier, freight shed and platform provided, and cellar enlarged.  
St. Romuald, cellar under station enlarged and drain provided.  
George's River, platform extended 80 feet.  
Boiesdale, platform extended 100 feet.  
Boiestown, new platform 160 feet.  
Point Rouge, shelter provided.  
River Glade, cattle pen built.  
Renforth, shelter provided.  
Boundary Creek, built cattle pen.  
Salisbury, addition to baggage room and platform extended.  
Bayfield, platform provided.  
Petitcodiac, platform extended 120 feet.  
Folleigh, platform extended 150 feet.  
Browne's Crossing, shelter and platform provided.  
Westchester, platform extended 140 feet.  
Barney's River, platform extended 100 feet.  
West Merigomish, platform extended 100 feet.  
Piedmont, platform extended 75 feet.  
Iona, platform extended 75 feet.  
Flat Lands, platform extended 55 feet.  
West River, platform extended 275 feet.  
Marshy Hope, platform extended, 130 feet.  
Charlotte, freight shed built.  
St. Edwards, freight shed built.  
St. George, freight shed built.  
St. Cyrille, freight shed built.  
Tracadie, improvements to station.  
Kempt, a new station provided and platform.  
Belledune, Church Road, a new station provided.  
St. Helene, station enlarged and freight shed provided.  
Millerton, platform extended.  
Alba, platform extended 100 feet.  
Chatham Junction, freight shed enlarged and platform extended.  
McKay's Siding, station under construction.  
L'Islet, station enlarged.  
St. Pierre, piling ground enlarged.  
Wallace Bridge, platform extended, and cattle pen provided.  
Shubenacadie, platform extended 80 feet.  
Petit Roche, addition to station.  
Maccan, a new station under construction.  
Pirate Harbour, a nine stall engine house was built, also a building erected for use of stores and offices.  
Rockingham, platform extended.  
King's platform for freight and passengers.  
Lutz, platform for freight and passengers.  
Union, plans and specifications were prepared for a new station and tenders asked.

*New superstructure Restigouche bridge.*

The three remaining spans of the superstructure of this bridge, that could not be erected previous to the close of the fiscal year 1903-04 have been erected and completed; also an entire new floor placed over the whole bridge.



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*To dredge and blast rock at deep water terminus, Halifax.*

Dredging and blasting was carried on and 1,947 cubic yards were removed during the year.

*Improvements at Little Metis and diverting public road.*

The road was diverted at this place.

*New station at Windsor, N.S.*

Plans and specifications were prepared for station, tenders asked, and contract let, and work of construction is in progress now. Plans and specifications were prepared for an addition to the existing freight shed, making it just as large again as it is at present. Tenders were called for the work, but it was afterwards decided to change the location of shed, new tenders are to be asked for. In connection with the new location of shed it will be necessary to rearrange the tracks in the yard to some extent.

*To increase accommodation at Amherst.*

An engine house was provided, yard rearranged, additional siding requiring a large amount of grading, were put in. Improvements were made to the storage yard and cattle pen enlarged.

*To increase water supply.*

Under this vote, improvements were made at the following places along the line: Piedmont, Ste. Luce, Sacre Cœur, Ashton Junction, Avondale, Bayfield Road, Rivière Ouelle, Springhill Junction, Mitchell, Manseau.

A keystone driller was purchased for boring wells, also 16 automatic standard pipes, and water pipe provided for extending water service at the following places: Trois Pistoles, Ste. Anne, Drummondville, St. Fabien, Bathurst and L'Islet.

*Increased accommodation at Amqui.*

A contract was let for a new station, for which plans and specifications were prepared last year, and is now completed.

The platform was extended and some grading done for new yard, additional sidings were put in. The old station and freight shed were moved across the tracks and converted into a freight shed.

*To increase accommodation at Stellarton.*

A new passenger station, baggage room, office and stores building have been provided. The freight shed was removed from the site of the new passenger station to present location. The main 18" sewer was extended 1,000 feet. Cement, sand and gravel for concrete platforms are part delivered on ground.

*Engine house, machine shop, &c., at Rivière du Loup.*

The 24 stall engine house was completed and supplied with steam boilers, steam pumps, air compressors, induced draft plant, hot blast system of heating, steam pipes, air and water pipes. Water service extended, additional sidings put in and grading done.

*Engine house, &c., Chaudière Junction.*

The 18 stall engine house which was under construction last year has been completed, and steam boilers, steam pumps, air compressor, induced draft plant, hot blast system of fan heating, steam pipes and air and water pipes have been installed.



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The water service was extended and a contract let for the erection of an 80,000 gallon water tank, the work of construction is well under way. Additional sidings put in and some grading done in the new yard.

*Increased accommodation at St. John.*

The building for stores and offices, for which the contract was let last year, has been completed.

Plans and specifications were prepared for an extension of train shed and baggage room, and tenders called for.

The electric light and water service at the new engine house was extended. The east end of the yard was extended, additional tracks put in and some grading done. The steam boilers, steam pumps, air compressor, induced draft plant, hot blast fan system of heating steam pipes, air and water pipes were installed in new engine house, an ash pit was also provided at the new engine house.

Plans and specifications were prepared for the two overhead bridges for which tenders will be asked shortly.

*To increase accommodation at Halifax.*

The properties on upper side of Water street between North street and grain elevator, have been purchased. Work was completed in connection with installing electric plant in power house, North street, including wiring of Richmond sheds, yard and other buildings.

Concrete floors laid and other alterations were made to admit new boilers.

Considerable dredging was done at piers Nos. 8 and 9 and for new quay wall. The creosoted pile pier for which the contract was let last year has been completed.

Freight shed on this pier has also been completed.

Quay wall of cribwork—the lumber and round logs for the structure have been delivered and the work of construction is being done under contract, and is well advanced.

A new building was erected at North street for Pintsch gas plant. A second story was erected on pier No. 2 shed for increased accommodation for immigrants; an overhead gallery from No. 2 shed to the immigration building and across the yard between No. 2 shed and No. 3 shed, is under construction.

The old buildings were all removed from the land purchased last year between the elevator building and Cornwallis street; the work of grading for the extension of tracks on this property has been completed. Bills were prepared for a creosoted pile wharf and freight shed, and tenders were invited for the material.

*To increase accommodation at Pictou.*

Plans and specifications were prepared, tenders called for, and a contract let for a brick and stone passenger station, and the work of construction is now going on.

Plans and specifications were prepared, tenders called for, and a contract let for a new creosoted wharf. Creosoted piles and hard pine required for same have been ordered and part delivered on the ground. The Primrose mill property has been purchased for site of a 9 stall engine house for which plans and specifications have been prepared and tenders will be asked for shortly.

*Improvements at North Sydney.*

The construction of a new freight shed has been completed, the old freight sheds were moved from their existing location to the end of new shed and connected therewith; sidings required were put in and yard graded. Additional land was purchased for yard accommodation.



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*To increase accommodation at Moncton.*

Plans were prepared for a second story to the brick car shop. The steel work was supplied by contract and erected by days labour.

The balance of the work is also being done by days labour.

Plans were prepared for a building to be used for stores and offices, but on account of proposed changes in other buildings the work of construction was not taken in hand. An extension was made to the existing freight shed and the unclaimed shed moved to new location. An underground oil storage with capacity of 7,500 gallons was installed at the Pintsch gas plant, for storage of oil for gas purposes. The fan system of heating for the extension of the two car shops has been installed.

*To increase accommodation at Ste. Flavie.*

The twelve-stall engine house and annex and turntable has been completed. The steam boilers, steam pumps, air compressor, induced draft plant, hot blast system of heating, steam pipes, air and water pipes, have been installed in the new engine house. The old engine house being unfit for further use was torn down.

A building for the use of stores and offices, was built by contract, an eighty thousand gallon water tank was erected. Improvements were made to the water service.

Yard was rearranged, additional tracks put in, and some grading done.

An addition was made to the ice house.

*Towards improving ferry service, Strait of Canso.*

Constructed a cribwork protection pier at Pt. Tupper; work was commenced September, 1904, and was finished December 27, 1904. This was very severely tested with ice this spring, and has proved a first-class job. The transfer ferry bridge pedestals at Mulgrave were strengthened.

A new coal hoist and trestle was built at Pt. Tupper.

*Protection to Grand Narrows bridge.*

The timber and round logs required for this work were purchased by the railway and have all been delivered, and the work of construction and filling with stone ballast is being done under contract.

*Semaphores at stations.*

Long magneto electric semaphores were installed at Trenton and Oxford Junction.

*Portable plant for boring and cutting rails.*

This plant has been provided.

*Extension to Sydney Mines.*

The grading for this work was commenced October 15, 1904, and discontinued November 15, on account of severe weather, and work was resumed May 15, and grading is being done as quickly as the nature of the work permits. On account of the Nova Scotia Steel and Coal Company objecting to the line running parallel to theirs between stations 28 and 60, the work on this part had to be discontinued. One concrete and three cedar culverts have been built and the work of grading is well advanced. Tenders have been asked for the grading and tracklaying on the North Sydney end.

*Diversion of Line at St. Leonard Junction.*

Part of the right of way has been paid for, and the balance has been expropriated. The grading was done by contract and completed—1.23 miles including sidings.



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*Diversion of line at Mitchell.*

Part of the right of way has been paid for, and the balance has been expropriated. The work of grading was done by contract and completed—1.59 miles, including sidings.

*To reduce curve at Birch cove.*

The work is being done under contract and is well advanced.

*Double-tracking parts of line.*

The grading for double-tracking from Bedford bridge to Windsor Junction, 5.80 miles, including sidings, has been completed. The grading has been about half completed for double track between Stellarton and New Glasgow, 1.95 miles, including sidings. Between Bockingham and Bedford this work is under contract, and about 75 per cent completed, 5.08 miles, including sidings. Between Moncton and Painsec Junction, 7.48 miles, including sidings, and between Hadlow and Chaudière curve, 6.03 miles, including sidings. Surveys have been made, and plans are in course of preparation for receiving tenders.

The substructure of a three-span double-track bridge over the Sackville river at Bedford, N.S., is under contract, and some preparatory work done.

*Steel rails and fastenings.*

During the year, 30,734<sup>2043</sup>/<sub>2240</sub> tons of 80-pound rails were purchased for relaying the track with heaviers rails.

*Increased accommodation at Truro.*

The land required for new engine house was purchased, and considerable grading and excavation done on the site of the building. A contract was let for a 30-stall engine house, and the work of construction of same is well advanced. A contract was also let for an extension to the freight shed, which has been completed. Plans and specifications were prepared for the boilers, induced draft plant, steam pumps, air compressor, hot blast system of heating, and pipe fittings, for the new engine house.

*Improvements at Drummondville.*

Plans and specifications were prepared, tenders asked for, and a contract let for a new brick and stone passenger station, and the work of construction is well advanced.

Land for site of new station has been bought and paid for.

*Improvements at Rivière Ouelle.*

The existing station was enlarged, a baggage room and a dwelling for agent provided.

*Station at St. Moise.*

A contract has been let for a station building, and work of construction is going on.

*Increased accommodation at Antigonish.*

A contract was let for a new station, and the work of construction is in progress now. The yard was rearranged and grading done.

*To eliminate two road crossings at rail level at Cape Road crossing, Dorchester.*

A subway was put in which consisted of excavation and two stone abutments on concrete foundations, with rolled 'I'-beam top.



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*Siding at St. Romuald.*

This siding has been put in.

*Improvements at Sackville.*

Nothing was done under this vote during the year.

*Improvements at Memramcook.*

A piece of land was purchased for station site. A contract let and a new station erected, also a new station yard graded.

*Improvements at Enfield.*

Nothing was done under this vote.

*Additional sidings and spur line.*

The spur line to Powers' Mills, near St. Pacomé station, 1.27 miles, has been well advanced, and is now in use since last December, although not yet entirely completed.

The spur line from Trois Pistoles bridge to Prince's Mills was under construction during the year but was not completed.

I have the honour to be, sir,

Your obedient servant,

W. B. MACKENZIE,

*Chief Engineer.*

D. POTTINGER, Esq.,

General Manager, Government Railways.

## INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE,

MONCTON, N.B., August 31, 1905.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department for the year ending June 30, 1905.

### TRACK.

During the year 118.20 miles of 56, 58, 67, 80 and 110-pound rails were taken up and 63.91 miles of 56, 58, 67, 80 and 110-pound rails were relaid.

### TIES.

During the year 730,451 ordinary ties, and 250 sets of switch ties were put in.

### BALLASTING.

During the year 109.62 miles of track was ballasted, using 149,551 cubic yards of gravel, and 14,889 cubic yards of ashes and cinders.



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## SWITCHES AND SEMAPHORES.

Distant electric semaphore signals were erected at the following stations:—

Hampton . . . . .	1	Richmond . . . . .	1
Marshy Hope . . . . .	2	Heatherton . . . . .	2
Halifax, D.W.T. . . . .	1	Pompquet . . . . .	2
Tracadie . . . . .	2	South River . . . . .	2
Trenton . . . . .	1	Chatham Junction . . . . .	1
Chatham . . . . .	1	Gibson . . . . .	3
Jacquet River . . . . .	1	St. Moise . . . . .	1
St. Pierre . . . . .	1	St. Pacome . . . . .	2

Two hundred and eighteen new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Fairview,	Blackville,
Gibson,	Chatham,
Bayfield,	Chatham Junction,
Marysville,	Loggieville,
Fredericton,	Nelson,
Cross Creek,	Kempt,
Boiestown,	Amqui,
Doaktown,	Salmon Lake.
Rivière du Loup,	

Necessary repairs were made to all semaphores, switches and station telegraph signals, throughout the line.

## SIDINGS.

During the year 2.59 miles of additional siding accommodation has been provided at different points on the line.

## FENCE BUILT BY OUR OWN MEN.

21.11 miles of new Page wire, and 1.08 miles of second-hand barbed wire, were built at different points on the line.

Necessary repairs were made to fences throughout the line.

41.33 miles new Strathy wire fence built by contract.

## SNOW FENCES.

There was built during the year, 40 rods of stationary snow fence, 8 feet high; 2,923 rods, 10 feet high; 123 rods, 12 feet high, and 1,457 rods of portable snow fence.

Necessary repairs were made to snow sheds and snow fences where required.

## WHARFS AND TRESTLES.

*Repairs.*

St. John, top of ballast wharf.  
 St. John, coal shed trestle.  
 St. John, platform at long wharf.  
 Pt. du Chene, wharf.  
 Springhill, coal trestle.  
 Richmond, Halifax, coal trestle.



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Richmond, Halifax, turntable.  
 Richmond, Halifax, pier No. 2.  
 Richmond, Halifax, pier No. 4.  
 Richmond, Halifax, pier No. 6.  
 Richmond, Halifax, buffer, pier No. 4.  
 Richmond, Halifax, pier No. 3.  
 Richmond, Halifax, pier No. 8.  
 Truro, coal trestle.  
 D.W.T., Halifax, fenders.  
 Pictou, wharf.  
 Pictou, copper crown trestle.  
 Merigomish, cribwork, approach to bridge.  
 Mulgrave, wharf.  
 North Sydney, wharf.  
 Point Tupper, dock.  
 Penniac, retaining wall.  
 Cross Creek, wharf and trestle, cribwork protection.  
 Chatham, wharf.  
 Newcastle, coal trestle.  
 Dalhousie, wharf.  
 Rivière du Loup, trestle.  
 Lévis, cribwork.  
 Lévis, wharf.  
 Hallow, Princess pier, wharf.

*New Work.*

St. John, mooring post at ballast wharf.  
 Halifax, shed, pier No. 2.  
 Sandy Cove, cribwork in siding.

*Alterations.*

Richmond, coal trestles.

BRIDGES AND CULVERTS.

*Repairs.*

St. John, top of Wall street bridge.  
 Nauwigewauk, culvert.  
 Salmon River, bridge.  
 St. John, Jardine's bridge.  
 Hall's Creek, bridge.  
 Dorchester street, St. John, foot bridge.  
 Portage Ballast, Pit Branch, bridge.  
 Portage Ballast, Pit Branch, 3 culverts.  
 Fort Lawrence, bridge.  
 Nappan, overhead bridge.  
 Nappan, culvert.  
 Between Maccan and Truro, culverts.  
 Wentworth, culvert.  
 Greenville, culvert.  
 Thomson, culverts.  
 Graham's, 1 mile west of, culvert.  
 Graham's,  $\frac{3}{4}$  mile west of, culvert.



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Graham's,  $\frac{1}{2}$  mile west of, culvert.  
Milford, yard, culvert.  
Enfield, culvert.  
Alton,  $\frac{1}{2}$  mile west of, culvert.  
Brown's Crossing, culvert.  
Graham's, culvert.  
Steven's Siding, culvert.  
Brookfield, culvert.  
Windsor Junction, culvert.  
Malcolm Siding, culvert.  
Elmsdale, culvert.  
Shubenacadie, bridge.  
Alton, bridge.  
Glengarry, bridge, Chisholm's Brook.  
Richmond, culvert.  
Conn's Mills, bridge top.  
Canfield, bridge top.  
River John, bridge top.  
Tatamagouche, culvert.  
McKay's Bridge, bridge top.  
Benjamin's, bridge top.  
Gasse's Bridge, bridge top.  
West River, bridge.  
Denmark, culvert.  
River John, culvert.  
Sylvester, culvert.  
Lyon's Brook, 2 culverts.  
Tatamagouche, bridge top.  
Pictou, culvert.  
New Glasgow, bridge.  
Dewar's, bridge.  
South River, culvert.  
Sutherland's River, bridge.  
Linwood, Stewart's bridge.  
Monastery, bridge.  
Pine Tree, bridge.  
East River, bridge.  
Gillis' Cove, bridge top.  
Alba, bridge top.  
McKinnon's Harbour, bridge top.  
Jamesville, bridge top.  
Christmas Island, bridge top.  
Grand Narrows, East, culvert.  
Cooper's Pond, bridge.  
McKenzie's Siding, culvert.  
Shenacadie, West, culvert.  
Shenacadie, bridge top.  
Shenacadie, culvert.  
Shenacadie, 2 miles East, culvert.  
Beaver Cove, bridge top.  
Beaver Cove, 1 mile east, bridge top.  
Boiesdale, 2 miles west, culvert.  
Boiesdale, bridge top.  
Barrachois, 1 mile west, bridge top.  
Campbell's Bridge, bridge top.



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Leiche's Creek, West, bridge.  
Fresh Water Cove, new top and cribwork.  
Munroe's, bridge top.  
Orangedale, bridge top.  
Grand Narrows, culvert.  
Iona Bluffs, culvert.  
Grand Narrows, rest pier.  
Barrachois, 2 culverts.  
Estmere, bridge.  
West Bay Road, culvert.  
Boiestown, bridge.  
Penniac, bridge.  
Zionville, culvert.  
McKenzie, bridge.  
Nelson Hollow, bridge.  
Doaktown, bridge.  
Blackville, bridge.  
Durham, bridge.  
Barnaby River, culvert.  
Adamsville, culvert.  
Indiantown Branch, culverts.  
Coal Branch, culvert.  
Cocaigne River, bridge.  
Buctouche River, bridge.  
Berry's Mills, culvert.  
Dalhousie Junction, culvert.  
Jacquet River, bridge.  
Section 67, bridge.  
Section 62, bridge.  
Section 55, bridge.  
Section 66, culvert.  
Dalhousie Branch, culvert.  
Section 72, culverts.  
Section 65, culverts.  
Section 64, bridge.  
Section 68, culvert.  
Restigouche River, culvert.  
Gordon's Brook, bridge.  
St. Alexis, bridge.  
Indian Brook, bridge.  
Tobogote, bridge.  
St. Simon, bridge.  
Otto Brook, bridge.  
St. Fabien, culvert.  
St. Eloi, culvert.  
Isle Vert, culvert.  
St. Simon, culvert.  
St. Anaclet, culvert.  
St. Joseph, bridge.  
Between St. Romuald and Chaudière Curve, culvert No. 12.  
St. Jean, Port Joli, west of, culvert No. 4.  
Old Lake Road, culvert.  
St. Henri Branch, culverts.  
Ste. Anne, bridge.  
St. Paschal, culvert.



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Trois Saumons, bridge.  
 St. Jean, Port Joli, bridge.  
 St. Jean, Port Joli, culvert.  
 Ste. Louise, bridge.  
 Section 225, culvert.  
 Section 119, culvert.  
 St. François Station, west of, culvert.  
 St. Perpetue, culvert,  
 Forestdale, culvert.  
 St. Germain, culvert.  
 St. Leonard, culvert.  
 St. Eugene, culvert.  
 St. Wenceslas, east of, culvert.  
 Forestdale, bridge.  
 Nicolet, culvert.  
 Drummondville, west of, culvert.  
 Drummondville Yard, culvert.

## MASONRY WORK DONE.

*Repairs.*

St. John, Wall street bridge.  
 Apohaqui, culvert.  
 Sussex, culvert.  
 Sussex, culvert.  
 Moncton, ash pits in yard.  
 Sackville, bridge pier.  
 Amherst,  $\frac{1}{4}$  mile east of, beam culvert.  
 Amherst, subway.  
 Calhoun's, beam culvert.  
 Bulmer's Siding, culvert.  
 Westcock Siding, cattle guard.  
 Little Forks, bridge.  
 Little Forks, culvert.  
 Little Forks,  $\frac{1}{2}$  mile east of, box culvert.  
 Little Forks,  $\frac{1}{2}$  mile east of, open culvert.  
 Little Forks,  $\frac{1}{2}$  mile west of, beam culvert.  
 Springhill Junction, yard, box culvert.  
 Thomson, 2 miles west of, pipe put in.  
 Thomson, 1 mile east of, box culvert.  
 Thomson,  $1\frac{1}{4}$  mile east of, box culvert.  
 Thomson,  $1\frac{1}{2}$  miles east of, box culvert.  
 Thomson,  $\frac{1}{4}$  mile east of, arch culvert.  
 Wentworth, open culvert.  
 Londonderry, box culvert.  
 Truro, 3 miles south of, beam culvert.  
 Brookfield, yard, box culvert.  
 Brookfield, station, box culverts.  
 Brookfield, east of, meadow bridge.  
 Brookfield, 1 mile east of, culvert.  
 Brookfield, 1 mile west of, culvert.  
 Graham's Siding, beam culvert.  
 Graham's Siding,  $\frac{1}{2}$  mile west of, culvert.  
 Graham's Siding,  $\frac{3}{4}$  mile west of, culvert.  
 Graham's Siding, 1 mile west of, culvert.



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Shubenacadie, bridge.  
Milford, culvert.  
Milford, station yard, culvert.  
Elmsdale Tank, box culvert.  
Elmsdale Tank, west of, box culvert.  
Enfield, station, culvert.  
Alton Tank,  $\frac{1}{2}$  mile west of, box culvert.  
Between Windson Junction and Wellington, beam culvert.  
Steven's Siding, west of, beam culvert.  
Windsor Junction, tank, culvert.  
Malcolm's Siding, culvert.  
Bulmer's Crossing, culvert.  
Kinsack, 1 mile east of, culvert piping.  
Riversdale, east of, cattle guard.  
Riversdale, east of, bridge seat.  
Lansdowne,  $\frac{1}{2}$  mile east of, culvert.  
Glengarry, culvert.  
Lorne,  $\frac{1}{2}$  mile east of, culvert.  
Lorne,  $1\frac{1}{4}$  miles east of, culvert, piping.  
Lorne, 1 mile east of, culvert.  
Meadow Siding, box culvert.  
New Glasgow, Harris' crossing.  
New Glasgow, culvert.  
New Glasgow,  $\frac{3}{4}$  mile west of, bridge pier.  
West Merigomish, culvert.  
Merigomish, bridge.  
Merigomish, crossing.  
Piedmont, culvert.  
Trenton, Cameron's crossing.  
Trenton, culvert.  
Ottawa Brook, trestle.  
Ottawa Brook, bridge.  
Grand Narrows, bridge.  
Leitches' Creek, bridge.  
Ball, bridge.  
Sydney River, bridge.  
French River, bridge.  
Tatamagouche, bridge.  
Horne's Brook, bridge.  
Middle River, bridge.  
Kear's Gulch, bridge.  
Jamesville, east bridge.  
Jamesville, west bridge.  
Walker's Gulch, bridge.  
Campbellton,  $2\frac{3}{4}$  miles west of, culvert.  
Campbellton, 3 miles west of, box culverts.  
Campbellton,  $3\frac{1}{2}$  miles west of, culverts.  
Moffatt's  $\frac{1}{2}$  mile west of, Gordon's bridge.  
Ste. Flavie, 2 miles east of, Arch culvert.  
St. Alexandre, west of, culvert.  
St. Alexandre, east of, culvert.  
St. Francois, west, cattle guards.  
St. Francois, west, culvert.  
St. Francois, station  $\frac{1}{2}$  mile west, culvert.  
St. Charles Junction,  $\frac{1}{2}$  mile west of, culvert.



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St. Henri, station, culvert.  
St. Henri, west of, culvert.  
St. Henri, 2 miles west of, bridge.  
St. Charles Station, culverts.  
St. Jean Chrysostome, east of, cattle guard.  
Nicolet, bridge.  
Drummondville, bridge.

## PAINTING.

*Bridges.*

Front Creek.  
Bridge No. 12, east of Truro.  
Pictou Harbour.  
Middle River.  
Dewar's, east of Avondale station.  
No. 6 Bridge, east of Avondale station.  
Antigonish.  
Pomquet.  
South River.  
Merigomish.  
New Mills,  
Charlo,  
Benjamin River,  
Benjamin River, millrace,  
Belledune,  
Mill Creek,  
Bartibogue,  
Elm Tree,  
South Miramichi,  
Debert,  
East of Green Point flag station,  
Truro, overhead,  
Truro, Mud Creek,  
Salmon River,  
North River,  
Belmont River,  
Jordon's,  
Elmsdale,  
Lydia Brook,  
Kouchibouche,  
Barnaby River, second crossing,  
Barnaby River, third crossing,  
Rivière du Loup,  
Little Metis,

## BUILDINGS AND PLATFORMS.

*Repairs.*

St. John, coal shed.  
St. John, train shed.  
St. John, No. 3 shed.  
St. John, loading platform, ballast wharf.  
St. John, tenement house No. 4.



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St. John, Irving House.  
St. John, loading platform.  
St. John, water meter house.  
St. John, No. 9 shed, long wharf.  
St. John, office, loading platform.  
St. John, No. 1 and 2 freight sheds.  
St. John, round house.  
St. John, coal shed chute.  
St. John, office, No. 4 shed.  
St. John, floor, No. 9 shed.  
St. John, cellar, new freight house.  
St. John, freight shed No. 7.  
St. John, freight shed No. 2.  
St. John, tool house.  
St. John, station platform.  
St. John, loading platform.  
Brookville, station platform.  
Brookville, platform railing.  
Brookville, station steps.  
Torryburn, station.  
Riverside, station.  
Rothesay, station.  
Rothesay, platform.  
Armstrong's, shelter.  
Quispamsis, platform.  
Quispamsis, freight house.  
Quispamsis, hand-car house.  
Model Farm, sheathed w.c.  
Jubilee, station.  
Jubilee, platform.  
Jubilee, flooring.  
Nauwigewauk, platform.  
Nauwigewauk, cattle platform.  
Nauwigewauk, station.  
Nauwigewauk, tool house.  
Lakeside, platform.  
Hampton, station roof.  
Hampton, platform.  
Passekeag, platform.  
Bloomfield, platform.  
Bloomfield, station.  
Norton, platform.  
Norton, tool house.  
Secord's, platform.  
Apohaqui, platform.  
Apohaqui, station.  
Sussex, platform.  
Sussex, coal shed.  
Sussex, platform.  
Sussex, engine house, smoke stacks.  
Sussex, loading platform.  
Sussex, tool house.  
Sussex, freight house.  
Sussex, station.



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Plumweseep, sheathed w.c.  
Penobsquis, platform.  
Penobsquis, station.  
Penobsquis, sheathed waiting room.  
Penobsquis, loading platform.  
Anagance, platform.  
Anagance, station roof.  
Petitcodiac, freight house.  
Petitcodiac, platform.  
Petitcodiac, station.  
Petitcodiac, station office.  
Petitcodiac, station roof.  
River Glade, cattle pen.  
River Glade, station.  
Salisbury, loading platform.  
Salisbury, baggage room.  
Salisbury, station.  
Salisbury, dwelling and station.  
Boundary Creek, station.  
Boundary Creek, cattle pen.  
Moncton, ice house.  
Moncton, round house roof.  
Moncton, brick car shop.  
Moncton, machine shop.  
Moncton, trackmaster's old office.  
Moncton, round house floor.  
Moncton, ventilator, Pintsch gas house.  
Moncton, coal bin transfer shed.  
Moncton, fan house, brick car house.  
Moncton, temporary lumber shed.  
Moncton, station platform.  
Moncton, check office.  
Moncton, windows, freight shed.  
Moncton, freight house platform.  
Moncton, shingle roof of paint shop.  
Moncton, government cottages.  
Moncton, platform between cattle pen and transfer shed.  
Moncton, sheathed cellar, cottage No. 6.  
Moncton, w.c. for No. 4 cottage.  
Moncton, mixing room, paint shop.  
Moncton, door, old round house.  
Moncton, shed for new planer.  
Moncton, battery stands, basement of rest house.  
Moncton, boiler shop floor.  
Moncton, motion shop floor.  
Moncton, paint shop floor.  
Moncton, erecting shop floor.  
Moncton, platform, east end paint shop.  
Moncton, tube shop roof.  
Humphrey's, shelter.  
Dorchester Road, platform.  
Shediac, freight house.  
Shediac, platform.  
Point du Chene, station.  
Point du Chene, round house.



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Painsec Junction, platform.  
Painsec Junction, station.  
Calhoun's, station doors.  
Memramcook, station windows.  
College Bridge, station and platform.  
Upper Dorchester, platform.  
Dorchester, station.  
Sackville, station.  
Aulac, platform.  
Amherst, platform.  
Amherst, bond room.  
Amherst, freight house.  
Amherst, cattle pen.  
Amherst, station.  
Nappan, station.  
Athol, station.  
Springhill Junction, platform.  
Springhill Junction, station and freight house.  
River Philip, platform.  
Oxford Junction, platform.  
Oxford Junction, coal sluice at pump house.  
Wentworth, platform.  
Debert, cattle pen.  
Debert, coal shed.  
Debert, station and platform.  
Belmont, station cellar.  
Belmont, platform.  
Truro, round house doors.  
Truro, watchman's shanty.  
Truro, McDonald's coal trestle.  
Truro, restaurant door.  
Truro, station, spout, flag pole and roof.  
Truro, west coal drop.  
Truro, Smoke Jack oil stove.  
Brookfield, freight house.  
Shubenacadie, freight house.  
Milford, covering well.  
Elmsdale, freight house door.  
Wellington, station.  
Bedford, station roof.  
Fairview, station and kitchen.  
Richmond, oil house.  
Richmond, floor, power house.  
Richmond, shed No. 8.  
Richmond, blacksmith shop.  
Richmond, watchman's shanty.  
Richmond, platform.  
Richmond, cattle pen.  
Richmond, ash pit timbers.  
Richmond, fitting shop, floors.  
Richmond, roof of tenement house, W. C. Ross.  
Richmond, coal trestle chute.  
Richmond, tool shanties.  
Richmond, gates of cattle shed.  
Richmond, floor, machine shop.



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Richmond, machine shop.  
Richmond, wall of round house and roof.  
Richmond, coal shed.  
Richmond, station.  
Richmond, car shop and roof.  
Halifax, North street, retaining wall.  
Halifax, North street, concrete walks.  
Halifax, North street, metal sheathing.  
Halifax, North street, baggage room doors.  
Halifax, North street, boiler room, power house.  
Halifax, D.W.T., shed, pier No. 2,  
Halifax, D.W.T., sheds, 1, 2, 3 and 4.  
Halifax, D.W.T., customs office.  
Halifax, D.W.T., freight shed.  
Halifax, D.W.T., metal sheathing.  
Halifax, D.W.T., grain elevator, sheathing.  
Halifax, D.W.T., immigration building.  
Halifax, D.W.T., immigration building, overhead.  
Halifax, D.W.T., passage.  
Halifax, D.W.T., counter for office.  
Halifax, D.W.T., freight house.  
Halifax, platform.  
Halifax, shelving, P. S. & D. car department.  
Halifax, concrete foundation, electric plant.  
Halifax, round house, doors of power house.  
Halifax, ash pits.  
Halifax, roof of wash house.  
Halifax, book case, office of D.F.A.  
Halifax, roof and doors, grain elevator.  
Halifax, dynamo room, electric plant.  
Halifax, coach awning shed.  
Halifax, skylights, train shed.  
Halifax, shunters' shanties.  
Halifax, D.A.R. freight shed.  
Halifax, power house.  
Riversdale, platform and dwelling apartments.  
West River, station.  
Glengarry, loading platform.  
Hilden, loading platform.  
Eureka, window in office.  
Alton, station.  
Waverley, platform.  
Waverley, freight shed.  
Tuft's Cove, platform.  
Dartmouth, passenger platform.  
Dartmouth, station.  
Dartmouth, engine house.  
Westville, station platform.  
Westville, agent's dwelling, cellar.  
Westville, freight shed.  
Westville, station, shelving.  
Westville, platform.  
Sylvester, platform.  
Lockbroom, station.  
Pictou, engine house.



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Pictou, freight shed, office.  
Pictou, baggage room.  
Pictou, ice house.  
Pictou, station.  
Scotsburn, storm windows.  
Meadowville, station flue.  
Tatamagouche, storm windows.  
Malagash, storm windows.  
Wallace Bridge, station platform.  
Pugwash Junction, platform.  
Pugwash, smoke jack, engine house.  
Oxford, agent's dwelling.  
Oxford Junction, coal shed.  
Stellarton, platform.  
Stellarton, round house.  
Stellarton, car shop.  
Stellarton, car shed.  
Stellarton, station.  
New Glasgow, station platform.  
New Glasgow, loading platform.  
New Glasgow, platform, George street crossing.  
New Glasgow, station.  
New Glasgow, freight shed.  
New Glasgow, ice house.  
New Glasgow, w.c.  
West Merigomish, freight shed.  
Merigomish, station.  
Merigomish, w.c.  
Piedmont, station.  
Avondale, station.  
Barney's River, station.  
Marshy Hope, platform.  
Marshy Hope, station.  
James River, station.  
Brierly Brook, platform.  
Antigonish, platform.  
Antigonish, freight shed.  
Antigonish, cattle pen.  
Antigonish, station.  
South River, platform.  
South River, station.  
Pomquet, coal shed.  
Pomquet, station.  
Bayfield, coal house.  
Tracadie, platform.  
Monastery, platform.  
Linwood, station.  
Harbour au Bouche, station.  
Pirate Harbour, rest house.  
Mulgrave, tool house.  
Mulgrave, platform.  
Mulgrave, cattle pen.  
Pictou Landing, platform.  
Point Tupper, baggage room.  
Hawkesbury, platform.



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McIntyre's Lake, platform.  
Cleveland, platform.  
Cleveland, tool house.  
West Bay Road, station.  
West Bay Road, tool house.  
Orangedale, station.  
Iona, station.  
Grand Narrows, station.  
Grand Narrows, platform.  
Shenacadie, station.  
Boiesdale, station floor.  
Boiesdale, platform.  
Georges River, station floor.  
Georges River, platform.  
North Sydney Junction, platform.  
North Sydney Junction, station and floor.  
North Sydney, shelter.  
North Sydney, platform.  
North Sydney, station and floor.  
North Sydney, car house.  
North Sydney, rest car.  
North Sydney, freight shed.  
Leitche's Creek, station.  
Leitche's Creek, freight shed.  
Sydney, freight shed.  
Sydney, platform.  
Sydney, coal bin.  
Sydney, track office.  
Sydney, bonded warerooms.  
Sydney, cattle pen.  
Sydney Mines, tool box.  
Loggieville, hardwood floor in office and waiting room.  
Loggieville, engine house.  
Chatham, coal shed.  
Chatham, station.  
Chatham, platform.  
Blackville, station.  
Doaktown, coal shed.  
Marysville, freight shed.  
Fredericton, freight shed.  
Gibson, platform.  
Berry's Mills, platform.  
Berry's Mills, coal shed.  
Berry's Mills, section foreman's house.  
Gallagher's Ridge, platform.  
Canaan, station.  
Coal Branch, w.c.  
Adamsville, platform.  
Harcourt, platform.  
Harcourt, dwelling apartments.  
Harcourt, loading platform.  
Kent Junction, platform.  
Rogersville, platform.  
Rogersville, freight shed platform.  
Acadiaville, freight shed.



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Acadiaville, loading platform.  
Barnaby River, platform.  
Chatham Junction, coal shed.  
Chatham Junction, freight shed.  
Chatham Junction, platform.  
Derby Junction, platform.  
Derby Junction, loading platform.  
Millerton, loading platform.  
Millerton, freight shed and platform.  
Millerton, station.  
Indiantown, station.  
Newcastle, platform.  
Newcastle, oil house.  
Newcastle, freight shed.  
Newcastle, coal shed.  
Newcastle, round house.  
Beaver Brook, station.  
Beaver Brook, platform.  
Red Pine, station.  
Bathurst, station.  
Bathurst, coal shed.  
Bathurst, store room.  
Beresford, station.  
Petit Roche, station.  
Belledune, loading platform.  
Jacquet River, station.  
Nash's Creek, station.  
New Mills, freight house, platform.  
Dalhousie Junction, station.  
Dalhousie Junction, freight house and platform.  
Dalhousie, wharf, freight house.  
Dalhousie, engine house.  
Craig's platform, shelter.  
Eel River, station.  
Miller's, platform.  
Hachey's, platform.  
Campbellton, superintendent's house.  
Campbellton, smoke jacks, engine house.  
Campbellton, ash pit.  
Campbellton, car and machine shop.  
Campbellton, coal shed and roof.  
Campbellton, engine pits in engine house.  
Campbellton, cellar, station.  
Campbellton, engine house.  
Campbellton, freight shed platform.  
Campbellton, Canadian express office.  
Campbellton, superintendent's office.  
Campbellton, covering for track scale.  
Campbellton, coal boxes.  
Campbellton, cattle pen.  
Campbellton, freight shed doors.  
Campbellton, air hoist, engine house.  
Campbellton, shelves in freight shed.  
Campbellton, locomotive foreman's office.  
Campbellton, wood shed.



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Campbellton, drain from ash pit.  
Campbellton, doors, ice house.  
Campbellton, station platform.  
Campbellton, gent's w.c.  
Flat Lands, station.  
Flat Lands, freight shed.  
Metapedia, tank.  
Metapedia, foreman's house.  
Metapedia, agent's house.  
Metapedia, station.  
Metapedia, freight shed roof.  
St. Alexis, office in station.  
St. Alexis, station kitchen.  
Mill Stream, platform.  
Mill Stream, station.  
Mill Stream, hand-car house.  
Mill Stream, station floors.  
Glen Emma, car house.  
Assametquaghan, platform.  
Assametquaghan, tank.  
Assametquaghan, station windows.  
Causapscal, platform.  
Causapscal, storm doors, station.  
Causapscal, station.  
Salmon Lake, station drain.  
Salmon Lake, platform.  
Salmon Lake, coal shed.  
Salmon Lake, hand-car house.  
Salmon Lake, station windows.  
Amqui, platform.  
Amqui, freight shed.  
Amqui, station.  
Cedar Hall, porch for station.  
Cedar Hall, tank.  
Cedar Hall, hand-car house.  
Cedar Hall, station platform.  
Sayabec, station.  
Sayabec, station porch.  
St. Moise, platform.  
St. Moise, freight shed.  
Kempt, station drain.  
Kempt, platform.  
Kempt, station cellar.  
Little Metis, snow sheds.  
St. Octave, platform.  
St. Octave, foreman's house.  
St. Octave, station sewer.  
St. Octave, hand-car house.  
St. Octave, porch, foreman's house.  
Ste. Flavie, coal shed.  
Ste. Flavie, station.  
Ste. Luce, station.  
St. Anaclet, station.  
Rimouski, station.  
Rimouski, platform.



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Bic, station.  
Bic, freight house.  
St. Fabien, station.  
St. Simon, station.  
Trois Pistoles, platform.  
Isle Verte, station.  
Isle Verte, tank.  
St. Arsene, platform.  
Cacouna, station.  
St. Alexandre, cattle pen.  
St. Helene, cattle pen.  
Dessaint, station, sheating.  
St. Paschal, platform.  
Ste. Louise, telegraph table.  
Ste. Louise, kitchen.  
Elgin Road, platform.  
St. Jean Port Joli, platform.  
Trois Saumons, platform.  
L'Islet, platform.  
Montmagny, platform.  
Montmagny, cattle pen.  
St. Francois, cattle pen.  
St. Valier, station, smoke jack.  
St. Valier, pump house.  
St. Pacome, platform.  
St. Charles Junction, section house.  
St. Charles Junction, coal house.  
St. Charles Junction, slides for coal house.  
St. Charles Junction, old car top shelter.  
St. Charles Junction, kitchen and office.  
St. Henri Junction, platform.  
Harlaka, station.  
St. Joseph, station platform.  
St. Joseph, station.  
Lévis, roof tenement house, chapman property.  
Lévis, district superintendent's house.  
Lévis, platform, old station.  
Lévis, freight shed floor.  
Lévis, house No. 281, Chapman property.  
Lévis, woodshed, tenement house.  
Lévis, baggage room.  
Lévis, Coal box, baggage room.  
Lévis, switchman's shanty.  
Lévis, cupboards, station.  
Lévis, freight office.  
Lévis, sheathing old store room.  
Lévis, freight shed, partition.  
Lévis, tool box, boiler room.  
Lévis, chief despatcher's office, making desk.  
Lévis, verandah, station.  
Lévis, platform, freight shed.  
Hadlow, tenement house No. 280.  
Hadlow, smoke jacks at shops.  
Hadlow, engine house pits.  
Hadlow, tenement.



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St. Romuald, platform.  
Chaudière Curve, platform.  
Chaudière Curve, agent's dwelling.  
Chaudière Curve, sheathing and plastering.  
Chaudière Curve, tenement house.  
Chaudière Junction, transfer shed.  
Chaudière Junction, ash and coal trestle, engine house.  
Chaudière Junction, doors, engine house.  
Chaudière Junction, engine house, office.  
Chaudière Junction, office, store room.  
Chaudière, pump house.  
St. Appolinare, porch.  
St. Appolinare, freight house.  
St. Appolinare, platform.  
Laurier, agent's dwelling.  
Laurier, platform.  
Villeroy, platform.  
Villeroy, porch.  
Manseau, section house.  
Forestdale, cupboard in station.  
Lemieux, station.  
Lemieux, platform.  
Daveluyville, platform.  
Daveluyville, freight shed.  
Daveluyville, coal shed.  
Daveluyville, w.c.  
Acton Junction, telegraph table, station  
Acton Junction, platform.  
Acton Junction, extended drain.  
St. Wenceslas, station.  
St. Wenceslas, freight shed.  
St. Leonard Junction, platform.  
St. Leonard Junction, coal car.  
St. Leonard Junction, car house.  
St. Leonard Junction, tool house.  
St. Monique, station.  
St. Monique, w.c.  
St. Monique, platform.  
Nicolet, station.  
Nicolet, platform.  
St. Perpetue, platform.  
St. Perpetue, car top.  
Mitchell, platform.  
Mitchell, w.c.  
Blake's, platform.  
Blake's, drain.  
Blake's, freight shed.  
Blake's, station.  
Carmel, station.  
Carmel, freight shed.  
St. Cyrille, drain.  
St. Cyrille, station.  
St. Cyrille, freight shed.  
St. Cyrille, platform.  
Drummondville, station.



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Drummondville, engine house.  
 Drummondville, drain.  
 Drummondville, coal trestle.  
 St. Germain, car house.  
 St. Germain, freight house.  
 St. Germain, drain.  
 Duncan, platform.  
 Bagot, freight shed.  
 Bagot, tool house.  
 Charlotte, platform.  
 St. Edward, platform.  
 St. George, platform.  
 St. Rosalie, station.  
 St. Rosalie, stock pen.  
 St. Rosalie, platform.  
 St. Rosalie, w.c.

## BUILDINGS AND PLATFORMS.

*New Work.*

Model Farm, coal house.  
 Secord's, flag station.  
 Sussex, tool house.  
 Plumweseep, coal house.  
 Moncton, new door, round house.  
 Moncton, new door, round house.  
 Moncton, cattle pen and platform.  
 Moncton, platform, paint shop.  
 Moncton, w.c., yardmaster's office.  
 Moncton, platform, stores department.  
 Moncton, platform from check office to Bridge street.  
 Irishtown Road, platform.  
 Harrisville, platform.  
 Amherst, freight office.  
 Amherst, baggage room.  
 Shubenacadie, loading platform.  
 Rockingham, coal house.  
 Halifax, Pintsch gas building.  
 Halifax, D.W.T., w.c. on low level.  
 Halifax, D.W.T., second story on shed, pier No. 2.  
 Van Buskirk's Road, platform.  
 Hansford Siding, loading platform.  
 Malagash, pump house.  
 Alma, station office.  
 New Glasgow, addition to baggage room.  
 Pomquet, tool house.  
 Estmere, shelter.  
 Grand Narrows, oil house.  
 Cleveland, shelter.  
 Boiestown, station platform.  
 Cross Creek, station platform.  
 Newcastle, blacksmith shop.  
 Campbellton, porch for station agent.  
 Sandy Bay, shelter.



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Amherst, tool house flue.  
 Athol, tool house flue.  
 Springhill Junction, freight shed and baggage room foundations.  
 Londonderry, tank flue.  
 Greenville, station flue.  
 New Glasgow, station walls.  
 Belmont, cedar wall concreted.  
 Mitchell, station.

## PAINTINGS.

Nauwigewalk, station.  
 Rothesay, station.  
 Renforth, shelter.  
 Apohaqui, station.  
 Sussex, tank.  
 Sussex, crane.  
 Sussex, hand-car house.  
 Amherst, baggage room.  
 Amherst, freight office.  
 Glengarry, station.  
 Pugwash, station.  
 Pugwash Junction, station.  
 Pugwash Junction, tank.  
 Tatamagouche, tank.  
 Oxford, tank.  
 Avondale, station.  
 Pomquet, station.  
 South River, station.  
 Heatherton, station.  
 Merigomish, station roof.  
 Antigonish, tank.  
 Piedmont, station.  
 New Glasgow, baggage room.  
 Merigomish, station, waiting room and office.  
 Campbellton, station.  
 Campbellton, superintendent's house.  
 New Mills, station.  
 Bathurst, station.  
 Antigonish, station, freight shed and baggage room.  
 Mulgrave, station, freight shed and baggage room.  
 Chatham Junction, freight house.  
 Moncton, east end freight house.  
 Moncton, electric station.  
 Truro, freight shed roof.  
 Truro, tool house.  
 Berry's Mills, station.  
 Berry's Mills, trackman's house.  
 Wellington, station.  
 Windsor Junction, station.  
 Bedford, station.  
 Shubenacadie, station.  
 Beaver Brook, station.  
 Fairview, station.  
 Model Farm, station.



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Norton, station.  
Hampton, station.  
Bloomfield, station.  
Jubilee, station.  
Brockville, station.  
Bagot, station, freight shed and w.c.  
L'Islet, station and part of freight house.  
Hadlow, buildings Nos. 253, 257, 258, 259, 261 and 266.  
St. Paschal, station and freight house.  
Ste. Louise, station and freight house.  
St. Jean Port Joli, station.  
Isle Verte, station.  
St. Arsene, station.  
Cacouna, station  
Bic, station.  
St. Fabien, station.  
St. Simon, station.  
Sacre Cœur, station.  
Causapscal, station and sectionman's house.  
Mill Stream, station and section foreman's house.  
St. Moise, station and sectionman's house.  
Sayabec, station.

## GENERAL.

New buffers were made and set up at different points on the line, where required and repairs made where necessary.

Repairs were made to crossings at various points on the line, where required.

Gates and cattle guards were repaired throughout the line, where necessary.

New glazing was done and glass put in and necessary repairs made, where necessary.

A number of old box car tops were repaired and fitted up during the year for hand-car and tool houses.

Ladders for buildings and semaphores were provided, where required, along the line.

Outhouses and approaches to public road crossings were whitewashed, where necessary.

Turn tables have been repaired, throughout the line, where required.

Necessary painting has been done to semaphores, switches and telegraph signals, throughout the line, where required.

Necessary repairs were made to hand-cars, trolleys, baggage trucks and wheelbarrows, throughout the line.

I have the honour to be, sir,

Your obedient servant,

T. C. BURPEE,

*Engineer of Maintenance of Ways and Works.*

D. POTTINGER, Esq.,

General Manager, Government Railways,  
Moncton, N.B.



SESSIONAL PAPER No. 20

## INTERCOLONIAL RAILWAY OF CANADA.

MONCTON, N.B., August 28, 1905.

DEAR SIR,—In reply to your letter of July 6, I send you herewith the annual report of the operations of this department for the fiscal year ending June 30, 1905.

Yours truly,

G. R. JOUGHINGS.

*Supt. Motive Power.*

D. POTTINGER, Esq.,  
General Manager,  
Moncton, N.B.

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ACCOUNTANT.

MONCTON, N.B., August 21, 1905.

SIR,—I beg to submit the following report of the operations of the mechanical department for the fiscal year ended June 30, 1905.

A. Statement showing the number of locomotives and various classes of cars.

B. Statement showing the locomotives and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C. Abstract of locomotive returns.

D. Statement of the cost of locomotive power for each month during year.

E. General statement of the expenses of the mechanical department. Also a summary of the principal work done in the locomotive and car shops at Moncton and in the shops at Rivière du Loup and Richmond.

During the year the following rolling stock was purchased on capital and revenue:—

On capital, to increase the equipment: 10 freight locomotives, consolidation type; 12 passenger locomotives, Pacific type; 10 first-class sleeping cars, 4 second-class sleeping cars, 4 parlour cars, 2 dining cars, 20 first-class passenger cars, 4 postal and smoking cars, 150 box cars, 60,000 capacity.

On revenue, to replace smaller type: 3 shunting locomotives, 2 first-class passenger cars, 106 box cars, 200 platform cars, 250 hopper cars.

The following rolling stock was rebuilt in the shops at Moncton: 4 second-class passenger cars, 5 box cars, 60,000 capacity, to replace smaller type; 35 platform cars, 1 auxiliary car, 4 snow-ploughs, 1 flanger.

The following rolling stock was taken over with the Canada Eastern Railway: 7 locomotives, 4 second-class passenger cars, 46 platform cars, 2 auxiliary cars, 4 snow-ploughs, 1 flanger.

This rolling stock is in rather poor condition and will require repairs and to be fitted with air brakes and couplers, and at no distant date, it will all require to be replaced with rolling stock of more modern type.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER,

*Mechanical Accountant.*

G. R. JOUGHINGS, Esq.,  
Superintendent Motive Power,  
Moncton, N.B.

The following work was done in the shops at Moncton:—

Locomotive shops: 114 locomotives received general, 30 received heavy and 16 received specific repairs; 1 new fire box, 5 tube sheets, 6 side sheets and 2 half side sheets were made and applied. 28,350 tubes were repaired and put in boilers, 123 boilers were tested, 250 smoke stacks were made, 32 smoke box doors and rings were made and applied, 12 tenders were rebuilt after having been in collision, 1 new locomotive boiler and 2 small boilers for water service were built, 1 new 4,000 gallon



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tank for Pintsch gas was made, 1 new 10,800 gallon portable tank was made, 4 new steel tender frames were made, 11,250 stay bolts were put in fire boxes, 1,036 driving wheel tires and 1,065 engine, truck and tender wheels were turned off, 1 new main rod, 4 side rods, 21 new crank pins, 10 new cylinders, 11 new cabs and 70 new pilots were made, 8,432 studs were screwed, 155,500 pounds of nuts were tapped, 20 smoke boxes were patched and 15 new ones were made and applied, 1 new tender tank was made, 7 steel cabs were made, 75 fire boxes were patched, 31 new driving axles were turned and applied, 118 engines and tenders were painted, 438,000 bolts were threaded.

Blacksmith shop: 2,355,927 pounds of forgings, including 618,960 bolts were made.

Maintenance of way department: 354 new frogs made and 58 old ones were repaired.

Brass foundry: 314,030 pounds brass bearings were made; 50,234 pounds castings were made; 13,444 pounds babbit metal was made; 22,901 pounds antimonial lead was made; 1,966 sets metallic packing were made.

Special work was done as follows:—

In the motion and turning shops, 7 of the new machines received were set up. The engine room was enlarged and a dynamo and electric plant installed to run the large rollers in the boiler shop.

In the brass-turning shop 3 of the new machines received were set up. There were 3 new testing machines for testing injectors, lubricators and Sewell heaters made and set up.

Two of the Westinghouse pumps were changed into test pumps for the purpose of testing boilers along the line.

Three gasoline tanks were built for heating tires.

All the steam apparatus in connection with the electric plant at Halifax was installed. Extensive alterations were made to the boilers in connection with the electric light.

A large amount of plumbing, &c., was done to station buildings along the line.

Extensive alterations were made to the Point du Chene engine house and pipes were run for the purpose of heating cars in the yard at that place.

All the dynamos were piped in the electric light plant at Moncton.

The station stoves over the whole line were either renewed or repaired.

In the pattern shop there were 500 new patterns made and improvements made to a large number of the old ones.

The boilers at the different points over the whole line were tested and repairs made where required.

The new coaling plant was put in operation in Moncton.

In addition to the above, the capacity of 9 tender tanks was increased by 1,000 gallons.

#### RIVIÈRE DU LOUP SHOPS.

Twenty-eight locomotives received general, 23 heavy, 26 light, and 38 specified, repairs; 18 fire boxes were patched, 34 boilers were retubed; 192 driving, 50 engine truck and 112 tender truck and car wheels were turned off; 2 side rods, 5 crank pins, 5 cabs, 18 pilots and 3 tender frames, were made and put in service; 53 engines were painted; 6,547 bolts were forged, 15,342 bolts were screwed; 4,564 studs were screwed.

#### RICHMOND SHOPS.

Thirteen locomotives received heavy, 6 light, and 94 specific, repairs; 11 fire boxes were patched; 23 boilers were tested; 86 driving tires were turned off; 360 engine truck, tender truck and car wheels were turned off; 16 crank pins, 10 pilots and 2 tender frames were made and put in service; 40,000 bolts were forged, 46,000 bolts were screwed; 1,200 studs were screwed; 14 engines and tenders were painted; 10 boilers were retubed.



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## WATER SERVICE.

This service has been maintained in efficient condition over the whole line.

## CAR SHOPS.

The following rolling stock was rebuilt at Moncton: 5 box and 35 platform cars (the 5 box cars are 60,000 pounds capacity), 4 second-class passenger cars, 4 snow ploughs, 1 flanger and 1 auxiliary car.

Included in the rebuilt platform cars are 9 diamond flangers, which were rebuilt from condemned platform cars, and also 2 rotary plough feeders, known as 'Butterflies.'

The following cars received heavy repairs: 5 official, 1 parlor, 26 sleeping, 3 dining, 88 first-class, 40 second-class, 29 postal, 24 baggage, 21 second-class sleeping, 16 freight vans, 11 snow ploughs, 8 box flangers, 5 wing ploughs, 249 freight, 1 auxiliary, 3 diamond ploughs, 1 rotary plough, 1 steam crane, 2 tool.

The following received medium repairs: 5 box flangers, 6 wing ploughs and 5 snow ploughs.

The following cars received light repairs: 10 sleeping, 2 dining, 1 official, 34 first-class, 17 second-class, 6 second-class sleeping, 7 postal, 13 baggage, 23 freight vans, 4 flangers, 7 snow ploughs, 6,523 freight.

The following cars were scraped, filled and varnished: 6 first-class, 6 second-class, 4 baggage, 1 auxiliary, 2 express refrigerator.

The following cars were burned off, repainted and varnished: 6 first-class 8 second-class, 2 postal.

The following cars were painted and varnished: 7 first-class, 10 second-class, 4 postal, 4 baggage, 6 freight vans, 3 express refrigerator, 4 freight refrigerator.

The following cars were renovated and varnished: 1 official, 2 parlour, 23 sleeping, 6 dining, 75 first-class, 41 second-class, 25 postal, 15 baggage, 1 second-class sleeping, 9 freight vans, 1 auxiliary.

The following cars were repainted: 288 box, 254 platform, 37 gondolas, 2 tool, 3 box flangers, 13 snow ploughs, 1 wrecking crane.

Special work was done as follows: 5,332 new chilled wheels were pressed on axles, 2,348 second-hand chilled wheels were pressed on axles, 220 new steely wheels were pressed on axles, 273 second-hand steel wheels were pressed on axles, 842 new axles were turned, 421 freight cars were changed from link and pin to M.C.B. couplers, 2 passenger cars were changed from Miller to M.C.B. couplers, 5 passenger cars were fitted with Westinghouse air brakes, 1 flanger, 173 freight cars, 2 snow ploughs and 13 freight vans were also fitted with Westinghouse air brakes, 9 passenger cars had the Westinghouse air brake changed from the old automatic to emergency, &c., 9 passenger cars and 7 freight vans were fitted with Westinghouse air signal appliances, 25 passenger cars were fitted with automatic Slack adjusters, 3 parlour, 1 sleeping and 1 dining car were fitted with an additional Pintsch gas holder, and 1 parlour car was fitted with wide vestibules. In addition to the lumber prepared for the above repairs to cars, 508,470 feet of lumber was milled for store orders and buildings and machinery at Moncton.

A large amount of work was also done repairing freight and baggage trucks, chairs, ticket cases, station furniture and foot boards for the traffic department

Thirty-three hand cars were built and 9 heavily repaired, 7 new push cars were built and 5 heavily repaired, 52 hand car wheels were built, 15 new carts were built for shop use, 3 new freight trucks were built, 1 new air hoist for loading and unloading wheels on axles, and 1 new air hoist for unloading wheels from cars were installed in the car shops, 119 new wooden trucks were built, 10 Sterlingworth trucks were applied to freight cars.

The new heating system was installed in the car shops and 3 of the new machines received were set up.



No. 1.—INTERCOLONIAL RAILWAY.  
CAPITAL ACCOUNT, Year ended June 30, 1905.

1901.		\$	cts.	\$	cts.	1904.		\$	cts.
June 30. . . . .	To cost of Intercolonial to date. . . . .			72,735,935	80	June 30. . . . .	By Dominion of Canada. . . . .	72,735,935	80
1905.									
June 30. . . . .	To expenditure for current year—								
	To increase accommodation at Sydney. . . . .	59,288	88						
	Original construction. . . . .	11,008	31						
	To strengthen bridges. . . . .	246,242	05						
	To increase accommodation at Lévis. . . . .	16,999	64						
	Air brakes to freight cars. . . . .	24,991	13						
	To exchange draw bars of freight cars. . . . .	45,010	00						
	New machinery for locomotive and car shops. . . . .	40,308	54						
	To equip four passenger cars with Pintsch gas apparatus. . . . .	1,401	26						
	To equip passenger cars with vestibules. . . . .	1,773	53						
	Additional sidings along the line. . . . .	139,165	49						
	Increased accommodation and facilities along the line. . . . .	132,717	35						
	New superstructure Restigouche bridge. . . . .	43,363	09						
	To dredge and blast rock at deep water terminus, Halifax. . . . .	8,952	55						
	Improvements at Little Metis station and diverting public road. . . . .	4,335	51						
	New station at Windsor, N.S., &c. . . . .	8,563	59						
	To increase accommodation at Amherst. . . . .	16,752	13						
	To increase water supply. . . . .	14,812	35						
	Increased accommodation at Amqui. . . . .	13,014	39						
	Increased accommodation at Stellarton. . . . .	26,728	48						
	Engine house, machine shop, &c., at Riviere du Loup. . . . .	66,986	48						
	Engine house, &c., Chaudiere Junction. . . . .	34,623	62						
	Increased accommodation at St. John. . . . .	46,396	21						
	To increase accommodation at Halifax. . . . .	372,791	09						
	Increased accommodation at Pictou. . . . .	68,125	14						
	Improvements North Sydney. . . . .	14,462	99						
	To increase accommodation Moncton. . . . .	85,105	87						
	To increase accommodation at Ste. Flavie. . . . .	60,759	71						
	Towards improving ferry service at Strait of Canso. . . . .	45,928	56						
	Protection to Grand Narrows bridge. . . . .	35,801	68						
	Semaphores at stations. . . . .	1,186	09						
	Portable plant for boring and cutting rails. . . . .	14,674	75						
	Extension to Sydney Mines. . . . .	24,044	93						
	Diversion of line at St. Leonard Junction. . . . .	10,562	18						
	Diversion of line at Mitchell. . . . .	12,394	26						
	To reduce curve at Birch Cove. . . . .	42,447	54						
	Double tracking parts of line. . . . .	151,147	01						
	Rolling stock. . . . .	1,377,078	11						



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Steel rails and fastenings. . . . .	495,009 89			
Increased accommodation at Truro. . . . .	56,468 57			
Improvements at Drummondville. . . . .	9,207 76			
Improvements at Riviere Ouelle. . . . .	3,480 76			
Station at St. Moise. . . . .	4,111 29			
To eliminate two road crossings at rail level at the Cape road crossing near Dorchester, N.B. . . . .	4,421 47			
Increased accommodation at Antigonish. . . . .	14,046 83			
Siding at St. Romuald. . . . .	1,079 80			
Diversion of public road to eliminate a crossing at rail level between St. Cyrille and Drummondville	500 00			
Increased accommodation at Memramcook. . . . .	4,871 57			
Increased accommodation at New Glasgow. . . . .	779 50			
Additional sidings and spur lines. . . . .	23,700 00			
Purchase of Canada Eastern Railway. . . . .	800,000 00			
		1905. June 30. . . .	4,737,621 93	4,737,621 93
			77,473,557 73	77,473,557 73
				By Dominion of Canada. . . . .



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No. 2.—INTERCOLONIAL RAILWAY.  
REVENUE Account, Year ended June 30, 1905.

Previous Year.	Expenditure.	Year ended June 30th, 1905.	Previous Year.	Earnings.	Year ended June 30, 1905.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
2,616,922 26	Locomotive power, Abstract No. 1. . . . .	3,116,653 49	2,021,568 40	Passenger traffic..	2,105,066 75
1,707,927 96	Car expenses, Abstract No. 2	2,040,133 13	4,041,122 48	Freight traffic. . . .	4,373,178 55
1,491,673 18	Maintenance Way & Works, Abstract No. 3. . . . .	1,722,616 65	276,540 55	Mails and sundries	305,277 53
878,073 02	Station expenses, Abstract No. 4. . . . .	937,816 11			
517,936 79	General charges, Abstract No. 5. . . . .	535,541 85			
7,212,533 21		8,352,761 23			
112,551 17	Car mileage . . . . .	16,065 52			
7,099,982 04		8,368,826 75			
140,000 00	Rental of leased lines, Ab- stract No. 6 . . . . .	140,000 00			
7,239,982 04		8,508,826 75	6,339,231 43		6,783,522 83
			900,750 61	Balance. . . . .	1,725,303 92
7,239,982 04		8,508,826 75	7,239,982 04		8,508,826 75

T. WILLIAMS,  
Chief Acct. and Treas.

E. & O. E.  
MONCTON, N.B.

No. 3.—INTERCOLONIAL RAILWAY.  
LOCOMOTIVE Power, Year ended June 30, 1905.

Previous Year.		Year ended June 30, 1905.
\$ cts.		\$ cts.
16,372 66	Mechanical superintendent's salary, clerks, office and travelling expenses	26,729 19
631,711 91	Wages of drivers, firemen and cleaners. . . . .	747,779 65
1,234,927 25	Fuel. . . . .	1,487,918 30
34,048 47	Oil, tallow and waste and small stores . . . . .	45,192 75
592,640 87	Repairs to engines, tenders and engine tools. . . . .	691,009 83
48,058 65	Water, including pump and tank repairs. . . . .	47,355 31
59,162 45	Miscellaneous. . . . .	70,668 46
2,616,922 26		3,116,653 49

T. WILLIAMS,  
Chief Acct. and Treas.

E. & O. E.  
MONCTON, N.B.



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No. 4.—INTERCOLONIAL RAILWAY.  
CAR Expenses Year ended June 30, 1905.

Previous year.		Year ended June 30, 1905.
\$ cts.		\$ cts.
181,201 65	Repairs to passenger cars . . . . .	225,379 24
54,354 50	Repairs to postal, express and baggage cars . . . . .	43,564 62
601,030 04	Repairs to freight cars and vans . . . . .	739,885 73
6,611 71	Repairs to snow ploughs and flangers. . . . .	24,744 12
651,137 08	Wages of conductors, train baggage masters and brakemen. . . . .	775,372 47
8,890 72	Oil and waste for packing. . . . .	10,663 29
140,490 05	Small stores and fuel . . . . .	177,367 54
64,212 21	Miscellaneous. . . . .	43,156 12
1,707,927 96		2,040,133 13

E. & O. E.,  
MONCTON, N.B.

T. WILLIAMS,  
Chief Acct. and Treas.

No. 5.—INTERCOLONIAL RAILWAY.  
MAINTENANCE of Ways and Works, Year ended June 30, 1905.

Previous Year.		Year ended June 30, 1905.
\$ cts.		\$ cts.
7,235 24	Chief and assistant engineers' salaries, clerks, office and travelling expenses. . . . .	8,682 82
644,450 60	Wages in repairing roadway, fences, semaphores, including new sidings laid in. . . . .	711,381 60
173,558 47	Rails and fastenings, including new sidings laid in. . . . .	137,940 52
194,458 92	Ties . . . . .	219,219 95
201,129 66	Timber, lumber, &c., for repairs to bridges, cattle guards, snow sheds, fences, &c. . . . .	199,225 80
27,175 77	Repairs to wharves. . . . .	44,579 00
90,416 10	Repairs to buildings and platforms, including extensions and additions to same. . . . .	112,101 44
19,871 66	Repairs to tools. . . . .	22,553 62
130,652 35	Clearing snow and ice. . . . .	264,716 14
2,724 41	Miscellaneous. . . . .	2,215 76
1,491,673 18		1,722,616 65

E. and O. E.,  
MONCTON, N.B.

T. WILLIAMS,  
Chief Acct. and Treas.



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No. 6.—INTERCOLONIAL RAILWAY.  
STATION EXPENSES, year ended June 30, 1905.

Previous Year		Year ended June 30, 1905.
\$ cts.		\$ cts.
738,964 14	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen and labourers.....	797,065 54
139,108 88	Fuel, oil and light, stationery, tickets and other incidental expenses..	140,750 57
878,073 02		937,816 11

T. WILLIAMS,  
*Chief Acct. and Treas.*

O. & O. E.,  
MONCTON, N.B., June 30, 1905.

No. 7.—INTERCOLONIAL RAILWAY.  
GENERAL CHARGES, year ended June 30, 1905.

Previous Year.		Year ended June 30, 1905.
\$ cts.		\$ cts.
213,633 75	General manager, general superintendent, traffic manager, district superintendents, train despatchers, general freight agents' salaries, clerks, office and travelling expenses.....	229,835 26
53,966 56	Chief accountant and treasurer, traffic auditor, paymaster, cashier's salaries, clerks, office and travelling expenses.....	59,161 43
31,205 37	Damages to men, animals and goods.....	37,766 40
80,440 66	Ferry service.....	63,324 57
3,701 70	Telegraph expenses, not including pay to operators.....	2,729 59
60,976 45	Miscellaneous, printing, advertising, &c.....	75,407 04
73,872 30	Agency expenses.....	67,317 56
517,796 79		535,541 85
140 00	To pay Bridget M. Brown.....	
517,936 79		535,541 85

T. WILLIAMS,  
*Mechanical Accountant.*

MONCTON, N.B., June 30, 1905.



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## No. 8.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES, year ended June 30, 1905.

Previous Year.	Rental of leased lines.	Year ended June 30, 1905.
\$    cts.		\$    cts.
140,000 00	Rent of Grand Trunk Railway—Chaudiere Curve to Chaudiere, and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals in Montreal . . . . .	140,000 00

E. & O. E.,  
MONCTON, N.B.T. WILLIAMS,  
*Chief Acct. and Treas.*



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No. 9.—INTERCOLONIAL RAILWAY.  
GENERAL STORES ACCOUNT, year ended June 30, 1905.

1904.		\$	cts.	1905.		\$	cts.
June 30.....	To Balance.....			June 30...	By issues during year .....	4,213,938	86
					Sales material, fuel, &c.....	54,910	67
					Sales old material .....	192,505	20
							4,461,354 73
1905.							
June 30.....	To purchases during year .....	3,501,106	36		By Balance—		
	Charges from other departm'ts	553,399	37		Ordinary stores, including fuel	428,480	38
	Labour, etc.....	134,286	21		Steel rails and fastenings.....	742,649	30
	Staff pay rolls .....	20,335	92				1,171,129 68
							5,632,484 41

E. & O. E.,  
MONCTON, N.B.

T. WILLIAMS,  
Chief Acct. and Treas.



Dr.	\$	cts.	Cr.	\$	cts.
To Cash .....	1,038	34	By Dominion of Canada.....	1,826,825	66
Stations .....	204,979	20	Canadian Pacific Ry.—Traffic .....	20,039	12
Rents .....	5,199	79	Can. Coals and Ry. Co. ....	24	39
General stores—			Lotbiniere and Mégantic Ry. ....	80	18
Ordinary stores, including fuel.....\$	426,944	38	Cumberland Ry. and Coal Co. ....	35	41
Iron and steel rails and fastenings. ....	744,185	30	Inter-Provincial Navigation Co. ....	40	73
			C. C. C. and St. Louis Ry. ....	31	94
Dept. accounts—			Receiver Quebec Southern Ry. ....	940	18
Militia and Defence .....	\$	7,268	Canadian Express Co. ....	01	
Post Office.....		107	Dominion Coal Co. ....	2,109	78
Public Works.....		7	Dominion Iron and Steel Co. ....	2,309	51
Marine and Fisheries .....		611	I. C. R. Insurance Association.....	42	66
Agriculture.....		35	SS. <i>Stanley</i> .....	10	00
			St. Marys Bridge Co. ....	2,071	16
Canadian Pacific Ry.—Rolling stock .....		13,792	Fraserville Foundry.....	336	29
“ “ General.....\$		2,728	Suspense.....	3,563	50
“ “ (N.B. Div.)—General .....		75	Chatham Ry. ....	0	07
			Quebec Construction Co. ....	51	44
Grand Trunk Ry.—General.....	\$	7,059	Elmsdale Co. ....	1,190	18
“ “ Traffic.....		31,149	Department of Justice .....	1,000	00
			Canada Eastern Ry.—General.....	193	91
Quebec Central Ry. ....		15,893	Dominion Bridge Co. ....	2	48
Western Counties Ry.—General.....\$		64	Salisbury and Harvey Ry. ....	369	84
“ “ Traffic.....		57	Transportation Ledger.....	47,636	91
Dominion Atlantic Ry.—General.....\$		2,845			
“ “ Traffic.....		4,355			
Unclaimed freight.....					
Caraguet Ry. ....					
Kent Northern Ry.....					
Central Ry. of New Brunswick.....					
Temiscouata Ry. ....					
P. E. I. Ry. ....					
Moncton and Buctouche Ry. ....					
Atlantic and Lake Superior Ry.....					
Charlottetown Steam Navigation Co. ....					
Elgin and Havelock Ry. ....					
Boston and Maine Ry. ....					
Michigan Central Ry.....					
Nova Scotia Central Ry. ....					
Pennsylvania Ry.....					
Central Vermont Ry.....					



No. 10.—INTERCOLONIAL RAILWAY—Continued.  
GENERAL BALANCE, year ended June 30, 1905—Continued.

Dr.	\$	cts.	Cr.
Canada Atlantic Ry. . . . .	104	63	
New York Central and Hudson River Ry. . . . .	79	40	
National Despatch Line. . . . .	58	55	
Maine Central Ry. . . . .	16	03	
Inverness and Richmond Ry. . . . .	7,744	22	
Newfoundland Ry. . . . .	512	25	
Midland Ry. of Nova Scotia. . . . .	5,135	24	
New York, N. H. and Hartford Ry. . . . .	14	23	
Wabash Ry. . . . .	34	11	
Cape Breton Ry. . . . .	1	90	
New Brunswick and P.E.I. Ry. . . . .	2,580	19	
St. Louis Refrigerator Car Co. . . . .	1	07	
Illinois Central Ry. . . . .	14	75	
Empire Line. . . . .	0	30	
Pere Marquette Ry. . . . .	37	71	
St. Louis and South Western Ry. . . . .	10	26	
Kansas City, Fort Scott and Memphis Ry. . . . .	6	25	
Ann Arbor Ry. . . . .	4	18	
Lake Erie and Western Ry. . . . .	1	04	
Rome, Watertown and Ogdensburg Line . . . . .	5	00	
Chesapeake and Ohio Ry. . . . .	61	52	
Canadian Northern Ry. . . . .	0	27	
Ballston Terminal Ry. . . . .	396	41	
Quebec and Lake St. John Ry. . . . .	6	22	
Great Northern Ry. of Canada. . . . .	36	93	
Baltimore and Ohio Ry. . . . .	10	42	
Southern Pacific Ry. . . . .	3	69	
Pittsburg, Cincinnati, Chicago and St. Louis Ry. . . . .	3	43	
Minn., St. Paul and S.S. Marie Ry. . . . .	0	40	
Grand Trunk Ry.—Suspense . . . . .	98	75	
Cincinnati, Hamilton and Dayton Ry. . . . .	4	56	
Great Northern Ry. Line. . . . .	0	68	
Erie Ry. . . . .	14	82	
Rutland Ry. . . . .	13	58	
Tobique Valley Ry. . . . .	2,739	25	
York and Carleton Ry. . . . .	706	81	
Delaware and Hudson Co. . . . .	75	18	
Plant Steamship Line. . . . .	2	64	
St. Martins and Upham Ry. . . . .	1,359	13	
Pennsylvania Co. . . . .	10	55	
Lake Shore and Michigan Southern Ry. . . . .	16	84	
Imperial Oil Co. . . . .	4	65	
Quebec Southern Ry. . . . .	27,255	99	



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Swift—Refrigerator Line.....	0 95
International New Brunswick Ry.....	36 75
Drummond County Ry.....	7,199 87
Beersville Coal and Ry.....	223 80
Lehigh Valley Ry.....	20 51
South Shore Ry.....	0 28
Halifax and Yarmouth Ry.....	29 08
Minn. and St. Louis Ry.....	1 96
Chicago Great Western Ry.....	1 82
Chicago, Burlington and Quincy Ry.....	40
New York, Chicago and St. Louis Ry.....	37 11
Northern Pacific Ry.....	1 64
Delaware, Lackawanna and Western Ry.....	0 49
Missouri Pacific Ry.....	11 19
Continental Fruit Express.....	1 50
Chicago, Milwaukee and St. Paul Ry.....	1 20
St. Louis and San Francisco Ry.....	3 15
Iowa Central Ry.....	1 26
West Shore and Boston Line.....	6 15
Mobile and Ohio Ry.....	2 63
E. A. Cuthing Car Co.....	0 55
Chicago, Rock Island and Pacific Ry.....	0 40
Vandalia Line.....	9 75
Town of Campbellton.....	26 25
Dominion Lumber Co.....	1,294 01
North American Transp. Co.....	2,344 52
San Mateo.....	268 14
Acadia Coal Co.....	47 18
Intercolonial Coal Co.....	35 01
Albion North Steel and Coal Co.....	12,711 94
Government General's Transportation.....	2,227 11
Edgerton Transport Co.....	1,021 98
Baldwin Locomotive Co.....	181 10
Canadian Locomotive Co.....	44 50
Standard Car/Truck Co.....	465 30
New Brunswick Lumber Co.....	180 00
Montreal Light and Pulp Co.....	1,487 97
Royal Vint.....	10,189 80
Survey and Inspection.....	30 00
Engineering Contract Co.....	518 68
Canadian Pacific Ry Telegraph.....	341 15
McNamee Mining Co.....	317 84
Lake Superior Power Co.....	5,780 31
Maritime Coal Co.....	45 87
Maritime Engineering Co.....	48 20
Locomotive and Machine Co.....	88 95
Londonberry Iron and Mining Co.....	18,874 04
Western Union Telegraph Co.....	509 92
American Locomotive Co.....	1,421 17
Cold Brook Rolling Mills.....	1,967 41
Town of Dartmouth.....	32,000 00



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No. 10.—INTERCOLONIAL RAILWAY—Concluded.  
(GENERAL BALANCE, year ended June 30, 1905—Concluded.)

Dr.	\$	cts.	Cr.	\$	cts.
St. John Street Ry.		31 00			
Elgin Branch Ry.		726 10			
Polson Iron Works.		273 25			
Union Bearing Co.		928 18			
Remittances destroyed.		788 81			
Springhill and Parrsboro Ry.		3,161 99			
Allan Steamship Line.		1,892 13			
Canadian Bridge Co.		271 13			
Car Victoria.		32 70			
SS. Verda.		50 78			
Crossen Car Co.		195 92			
SS. Lake Ontario		17 04			
Dartmouth Rolling Mills		869 65			
Thomson Line		6 50			
Halifax and Cape Breton Ry.		1,151 42			
Uncurrent and failed bank notes		82 20			
Halifax station labour.		1,000 00			
Schooner Mary Jane		71 30			
Trois Pistoles Station		97 37			
Eel River		32 61			
Athol		4 44			
Shediac		34 70			
Eureka Mills		13 56			
Halifax freight		887 49			
Nashes Creek		6 25			
Rockingham		27 47			
New Glasgow		633 90			
Sackville		10 17			
Wentworth		33 24			
Amherst		3 31			
Boisdale		7 80			
Memramcook		7 54			
St. John freight		3,096 46			
Red Pine		20 00			
Nappan		40 00			
Riviere du Loup Ticket Station		16 00			
New Castle		102 75			
Riviere du Loup freight		136 82			
St. Alexandre		25 90			
Ste. Louise		0 66			
Nicolet		39 53			
Derby Junction		231 04			
Campbellton freight		25 00			



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Kent Junction	28 38	
Iona	72 71	
Isle Verte	25 00	
Dalhousie	19 69	
Valley	6 65	
Gloucester Junction	78 87	
Bie	22 00	
St. Arsene	107 12	
Ste. Lucie	80 00	
Coal Branch	65 84	
Welfrod	55 00	
Bloomfield	25 21	
Nauwigewauk	3 00	
Glengarry	5 00	
Forestdale	6 34	
Cambellton ticket	94 85	
Moncton freight	20 00	
St. Anaclet	11 00	
Individual accounts . . . . .	6,260 67	
	35,271 62	
Total . . . . .	1,908,905 35	



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INTERCOLONIAL RAILWAY.  
INDIVIDUAL ACCOUNT, June 30, 1905.

<i>Dr.</i>		\$	cts.
S. Venoit. ....		15	50
Charles D. Ruddick. ....		130	00
D. L. Campbell. ....		15	00
Rhodes, Curry & Co. ....		20	68
F. E. Came. ....		2,760	70
M. J. O'Brien. ....		4	45
J. Norris & Co. ....		22	22
Ryan & McDonald. ....		3,736	29
M. Beattie & Sons. ....		1	14
Purcell & Fallon. ....		11,672	77
A. R. McDonald. ....		2	76
S. Cunard & Co. ....		507	85
Furness, Whitby & Co. ....		40	23
T. Malcolm. ....		703	65
H. M. Price & Co. ....		305	43
T. B. Calhoun. ....		10	00
A. N. Whitman & Son. ....		150	00
J. C. Brown. ....		15	00
Reid McManus. ....		53	92
M. J. Haney. ....		97	31
T. R. Campbell. ....		3	00
Miramichi P. & P. Co. ....		20	43
O. Guérette & Son. ....		36	92
L. Vallincourt. ....		8	00
Alph. Levesque. ....		8	00
Kinnear & Son. ....		7	50
Price Brothers. ....		1,336	02
Trois Pistoles P. & P. Co. ....		73	82
J. W. C. McConnell. ....		50	00
J. W. Gallagher. ....		0	50
Wm. Cook, K.C. ....		5,750	00
N. A. Landry. ....		60	00
C. E. Doiron. ....		50	00
Gray & Lawrence Bros. ....		6	75
St. Francois Bridge Co. ....		49	59
R. Hamilton. ....		1,131	52
H. Atkinson. ....		12	80
H. M. Hamilton. ....		316	66
H. J. Cameron. ....		1,679	07
J. J. McLeod. ....		644	16
A. Forbes. ....		82	18
T. Atkinson. ....		49	87
P. E. Gallant. ....		173	36
T. Cook & Son. ....		19	80
J. Richards & Son. ....		116	24
Wallace Ross. ....		33	70
J. N. Pouliot. ....		352	20
R. A. & J. Stewart. ....		41	39
Pickford & Black. ....		152	46
L. R. Harrison. ....		1,343	41
G. McDougall Co. ....		1,466	00
Municipality of Great Village. ....		30	00
		35,370	25
<i>Cr.</i>			
Dubs & Co. ....		98	63
		35,271	62



SESSIONAL PAPER No. 20

## No. 11.—INTERCOLONIAL RAILWAY.

### COMPARATIVE STATEMENT of Averages, June 30, 1905.

	1904.	1905.
Mileage of railway. ....	1,320.92	1,414.67
Engine mileage. ....	8,224,858	9,410,293
Train mileage. ....	6,503,579	7,296,745
Car mileage. ....	81,030,759	88,255,277
Receipts per engine mile. .... Cents	77.07	72.08
Receipts per mile of railway. .... Dollars	4,799.10	4,795.13
Percentage of passenger earnings to gross earnings. ....	31.89	31.03
“ freight “ “ . ....	63.75	64.47
“ other “ “ . ....	4.36	4.50
Expenses per engine mile—		
Drivers, firemen and cleaners' wages. .... Cents	7.58	7.95
Fuel. .... “	15.02	15.81
Oil, tallow, waste and small stores. .... “	.41	.48
Repairs to engines. .... “	7.21	7.34
Water and tank repairs. .... “	.58	.51
Miscellaneous. .... “	.72	.75
Total. ....	31.62	32.84
Mechanical superintendent's salary, office and travelling expenses. ....	.20	.28
	31.82	33.12
Locomotive power per engine mile. .... Cents	31.82	33.12
Car expenses. .... “	20.76	21.68
Maintenance way and works per engine mile. .... “	18.14	18.30
Station expenses per engine mile. .... “	10.67	9.97
General charges “ “ . .... “	6.30	5.69
	87.69	88.76
Less car mileage. ....	1.37	.17
	86.32	88.93
Rental of leased lines. ....	1.70	1.49
Total per engine mile. ....	88.02	90.42
Locomotive power per train mile. .... Cents	40.24	42.71
Car expenses “ “ . .... “	26.26	27.96
Maintenance way and works per train mile. .... “	22.94	23.61
Station expenses “ “ . .... “	13.50	12.85
General charges “ “ . .... “	7.96	7.34
	110.90	114.47
Less car mileage. ....	1.73	.22
Total. ....	109.17	114.69
Rental of leased lines. ....	2.15	1.92
Total per train mile. ....	111.32	116.61
Working expenses per mile of railway:—		
Ordinary. ....	5,375.03	5,915.74
Rental of leased lines. ....	105.99	98.96
	5,481.02	6,014.70

E. & O. E.,  
MONCTON, N.B.

T. WILLIAMS,  
*Chief Acct. and Treas.*



5-6 EDWARD VII., A. 1906

INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the expenses of the Mechanical Department for year ending  
June 30, 1905.

The miles run by trains.....	7,296,745
“ “ engines .....	9,400,293
“ “ cars.....	88,255,277
“ “ snow ploughs. ....	102,993
Cost of locomotive power .....	\$3,116,653 49
Cost of car repairs—	
Repairs to passenger cars.....	\$225,379 24
“ postal and express baggage. ....	43,564 62
“ freight cars and vans.....	739,885 73
Oil and waste for packing.....	10,663 29
Snow ploughs and flangers. ....	24,744 12
	\$1,044,237 00
The cost of locomotive power—	
Per 100 miles by trains.....	\$42 71
“ “ engines .....	33 15
“ “ cars and ploughs. ....	3 53
The cost of repairs to cars and ploughs—	
Per 100 miles by train .....	\$14 31
“ “ engine .....	11 11
“ “ cars and ploughs. ....	1 18
The cost of oil and waste for packing—	
Per 100 miles by train .....	\$0 14
“ “ engines .....	0 11
“ “ cars and ploughs. ....	0 0120
The cost of repairs to cars per 100 miles run by them—	
Passenger.....	\$2 12
Postal, express and baggage.....	0 89
Freight cars and vans .....	1 02
Ploughs and flangers .....	24 02

E. & O. E.,  
MONCTON, N.B., June 30, 1905.

J. J. WALKER,  
Mechanical Accountant.







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B.—INTERCOLONIAL RAILWAY.  
STATEMENT of Locomotives and Car Mileage year ending June 30, 1905.

LOCOMOTIVE MILEAGE.		CAR MILEAGE.							
MONTH.	Passenger.	Freight.	Passenger.	Express. Postal and Baggage.	Freight.	Total.	Snow Ploughs.	Average Passenger.	Average Freight.
1904.									
July.....	283,993	303,121	1,129,488	474,125	5,299,957	6,903,570	.....	5.65	17.48
August.....	295,911	322,942	1,151,968	494,383	5,856,972	7,503,323	185	5.56	18.14
September.....	280,304	327,430	1,117,237	462,182	5,668,927	7,248,316	.....	5.64	17.31
October.....	276,415	365,969	967,052	442,570	6,574,241	7,983,863	144	5.10	17.69
November.....	256,809	363,202	880,006	419,582	6,385,298	7,684,886	2,460	5.05	17.58
December.....	221,776	424,765	799,180	386,626	7,052,171	8,237,977	8,069	5.34	16.60
1905.									
January.....	212,493	377,706	718,243	360,142	5,581,916	6,660,301	34,055	5.07	14.77
February.....	175,517	278,260	568,855	287,470	3,693,202	4,549,527	45,976	4.88	13.27
March.....	195,031	439,034	725,752	340,006	6,926,321	7,992,079	11,768	5.46	15.77
April.....	183,287	455,003	725,240	336,414	7,605,462	8,667,116	245	5.78	16.71
May.....	220,787	400,106	810,381	394,458	6,418,346	7,623,185	91	5.45	16.04
June.....	290,397	346,487	1,042,276	481,720	5,677,108	7,201,104	.....	5.25	16.38
Total .....	2,892,720	4,404,025	10,635,678	4,879,678	72,739,921	88,255,277	102,993	5.36	16.51

MONCTON, N.B., June 30, 1905-

J. J. WALKER,  
*Mechanical Accountant.*



C.—INTERCOLONIAL RAILWAY.  
Abstract of Locomotive Returns for year ending June 30, 1905.

MONTHS.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.				
	Hours. in Steam.	Locomotive Mileage.	Tons of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.	Miles run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.
1904.											
July. . . . .	70,500	734,087	28,368	36,967	17,792	15,831	10.41	8,656	5.03	2.42	2.15
August . . . . .	73,556	769,340	30,404	38,057	18,052	17,110	10.46	8,852	4.94	2.34	2.22
September . . . . .	72,811	754,537	31,058	36,458	17,320	16,552	10.36	9,220	4.83	2.29	2.19
October. . . . .	80,210	806,401	34,617	37,228	17,719	17,485	10.05	9,616	4.61	2.19	2.16
November. . . . .	80,600	788,263	35,319	35,943	17,669	17,498	9.78	10,036	4.56	2.24	2.22
December. . . . .	88,521	833,190	40,787	39,611	18,165	19,059	9.41	10,965	4.75	2.17	2.28
1905.											
January . . . . .	87,210	787,242	36,940	38,114	16,564	16,563	9.03	10,511	4.84	2.10	2.10
February . . . . .	76,797	653,614	32,528	32,026	14,395	13,482	8.51	11,117	4.90	2.20	2.06
March. . . . .	96,065	856,981	39,970	38,733	19,378	17,781	8.92	10,417	4.52	2.26	2.07
April. . . . .	87,909	825,209	38,176	34,725	15,747	17,768	9.38	10,363	4.21	1.90	2.13
May . . . . .	80,396	791,070	32,332	30,330	14,433	18,547	9.83	9,159	4.46	1.82	2.34
June . . . . .	78,450	800,359	31,481	34,802	13,783	18,809	10.20	8,811	4.34	1.72	2.35
	973,025	9,400,293	411,980	437,991	201,037	206,485	9.66	9,817	4.66	2.14	2.19

Moncton, N.B., June 30, 1905.  
J. J. WALKER,  
Mechanical Accountant.



5-6 EDWARD VII., A. 1906

## D.—INTERCOLONIAL

## STATEMENT of Locomotive Power, for each

Month.	Miles run by Locomo- tives.	Superin- tendence.	Engine- men's Wages.	Fuel.	Oil and Waste.	Repairs to Engines, Tenders and Tools.	Water.
1904.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July . . . . .	734,087	2,095 30	55,673 62	96,515 03	3,181 95	42,948 53	1,725 90
August. . . .	769,340	2,038 73	58,089 26	104,680 91	3,430 35	43,385 09	2,094 23
September .	754,537	2,060 59	57,694 46	108,192 84	3,239 69	40,296 10	5,653 47
October . . .	806,401	2,019 34	61,393 01	121,439 58	3,388 10	43,327 27	3,465 85
November..	788,263	2,061 61	61,013 21	127,210 89	3,846 51	55,825 55	3,042 27
December ..	833,190	2,559 18	65,983 24	149,120 26	3,615 20	58,259 10	6,307 93
1905.							
January . . .	787,242	2,154 51	64,394 43	137,370 83	4,466 51	63,722 60	3,887 42
February . .	653,614	2,324 22	59,888 22	126,239 51	3,634 41	59,516 43	5,928 23
March. . . . .	856,981	2,555 39	72,399 03	151,641 19	5,206 82	66,605 69	3,990 55
April. . . . .	825,209	2,272 38	65,650 21	138,469 79	4,129 01	109,477 12	5,001 89
May . . . . .	791,070	2,425 20	62,328 62	108,359 47	3,416 23	53,938 20	4,363 67
June . . . . .	800,359	2,162 74	63,272 34	118,678 00	3,637 97	53,708 15	1,893 90
	9,400,293	26,729 19	747,779 65	1,487,918 30	45,192 75	691,009 83	47,355 31

E. &amp; O. E.,

MONCTON, N.B., June 30, 1905.



SESSIONAL PAPER No. 20

RAILWAY.

MONCTON, N.B., June 30, 1905.

Engine Houses and Turntables.		Total.	AVERAGE PER 100 MILES.							Engine Houses and Turntables.	Total.
			Superintendence.	Wages.	Fuel.	Oil and Waste	Repairs.	Water.			
\$	cts.	\$	cts.								
3,402	92	205,543	25	.29	7.58	13.15	.43	5.85	.24	.46	28.00
3,988	68	217,707	25	.26	7.55	13.61	.45	5.64	.27	.52	28.30
3,878	34	221,015	49	.27	7.65	14.34	.43	5.34	.75	.51	29.29
5,505	02	240,538	17	.25	7.62	15.06	.42	5.37	.43	.68	29.83
5,112	82	258,112	86	.26	7.74	16.14	.49	7.08	.38	.65	32.74
7,920	75	293,765	66	.31	7.92	17.90	.43	6.99	.76	.95	35.26
7,213	37	283,209	67	.27	8.18	17.45	.57	8.09	.49	.92	35.97
7,175	16	264,706	18	.35	9.16	19.31	.55	9.11	.91	1.10	40.49
8,113	24	310,511	91	.30	8.45	17.69	.61	7.77	.47	.94	36.23
6,761	03	331,761	43	.27	7.96	16.78	.50	13.27	.60	.82	40.20
5,846	11	240,677	50	.30	7.88	13.70	.43	6.82	.55	.74	30.42
5,751	02	249,104	12	.27	7.90	14.83	.45	6.71	.24	.72	31.12
70,668	46	3,116,653	49	.28	7.96	15.83	.48	7.35	.50	.75	33.15

J. J. WALKER,  
*Mechanical Accountant.*



5-6 EDWARD VII.. A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1905.							
July 1..	19.05	102	Mixed..	A. G. Cameron....	J. Gallivan.....	177	North Sydney Jct.....
6..	12 05	133	Express..	Wm. Morgan....	W. J. Hunter.....	149	Sussex, N.B.....
6..	19.15		Shunter..	J. Pinault (yard-master).	Geo. Sears..	120	Campbellton, N.B...
6..	22.30		"	T. Walsh.....	C. Skinner , ....	87	Richmond, N.S.....
11..	9 30		"	A. Coates (acting foreman).	E. Hayward.....	189	St. John, N.B.....
11..	20.15	12	Mixed..	A. J. Welling ....	A. Wood.....	290	Cold Brook, N.B. ...
14..	7.10		Special..	D. Sweeney.....	Jas. King .....	226	Newcastle, N.B. ...
15..	10.45	148	Freight..	T. Dussault.....	H. Johnson....	175	Carmel, Que. ....
19..	18 30		Pic-nic....	M. Wilson.....	L. Bradshaw. ....	280	Moncton, N.B. ....
			(special)				
21..	16.21	153	Express..	M. Marchessault..	Geo. Finley.....	163	Lévis, Que.....
21..	16 30						Lévis yard.....
23..	8.48		Pilot. ....	L. S. Paulet .....	Nap. Theriault ...	182	Hadlow, Que.....
26..	17.20	49	Mixed....	A. Aubin.....	Chas. Mercier ...	217	Owen's Siding, Que....
31..	22.55	9	Express..	A. E. Brown....	O. McGinity.,... 7	26	Truro, N.S.....
Aug. 1..	21 02	152	"	J. Huppe.....	E. St. Pierre..	303	Ste. Flavie, Que....
" 9..	1.30	15	Freight..	H. B. Gordon....	Geo. De Mill.....	276	Westcock, N.B.....
10..		34	Express..				
13..				O. Levesque ....	P. Michaud.....	117	Montmagny.....
13..	12.00						Newcastle, N.B.....
13..	7.55		Pic-nic....	J. S. Nickerson...	H. Snider .....	283	Near Shediac, N.B...
			(special)				
13..						283	Near Painsec Junction.
15..	17.03		Special..	E. Smith. ....	E. Thomas. ....	270	Ste. Moïse, Que.....
15..						125	Drummondville.....
17..	6.25		Special..	Wm. Capson. ....	F. Belliveau..	230	Sackville, N.B. ....
18..	4.30	40	Freight..	W. F. Ferguson ..	A. Wood.....	298	Chatham Junction....
20..	12.59	199	Express..	J. B. Crockett....	Geo. Kently. ....	237	Highlands Crossing..
22..	22.45	86	"	J. L. Chisholm. ...	McLellan ..	165	Near Bedford, N.S.....
22..	12.30	157	Mixed....	G. Lamkie.....	T. G. Scott: ..	187	Dalhousie Junction ...
24..	9.20		Special..	R. G. Duff.....	J. Burns.....	266	Eel River, N.E.....
25..	4.45		Shunter..	T. Berube (yard-master).	Jos. Scott .....	307	Rivière du Loup.....
27..							Moncton freight shed...
27..	7.00	199	Express..	L. N. Letarte. ....	— Huot.....	172	Drummondville.....
29..	17.30		Special..	U. St. Pierre.....	W. Blanchette. ...	208	Ashton Junction. ....
Sept. 1..	13.50	148	Freight..	F. Dussault.....	N. Boutin.....	175	Daveluyville, Que....
1..	22.00		Special..	J. E. Fleming ....	J. Shaw. ....	222	New Glasgow.....
5..	21.30	9	Express..	J. B. Pollock.....	C. Saunders .....	152	Grand Lake, N.S. ....
7..	18.15	13	Express..	F. Davison.....	John McLennan..	156	Elmsdale, N.S.....
9..	8 15		Shunter..	W. C. Layton (foreman).	J. Johnson... ..	30	Truro, N.S.....
14..	4.30		"	C. F. Scurr (foreman).	M. O'Brien. ...	123	Moncton, N.B.....



## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
H. J. Woulfaul.....	Passenger ....	While attempting to board train in motion fell between platform and cars.	Head bruised and legs broken, died on train.	Accidental.
Miss Flewelling.....	Neither. ....	While crossing track struck by train.	Fatal.....	No inquest.
J. Pinault.....	Yardmaster ..	While uncoupling cars. ....	" .....	"
L. Mullins.....	Brakeman....	While coupling cars. ....	Finger injured..	
John Petrie.....	" ..	Struck by car.....	Arm injured. ..	
Robt. Watson ..	Neither.....	Struck by train.. ..	Fatal.....	Accidental.
Wm. Irvine.....	Brakeman. .	Leg cut off while shunting.....	" .....	No inquest.
Alp. Martin.....	" ..	Stepped on nail while unloading freight.	Foot injured....	
Miss Chapman ..	Passenger ....	Fell from train .....	Slightly injured.	
E. Martin.....	" ..	Jumped from train .....	One leg cut off & other broken.	
An Indian .....	Neither. .	Fell on rail (intoxicated).....	Head cut.....	
A. Bonneau.....	Brakeman. .	While shunting.....	Fingers bruised.	
Horace Levesque. .	" ..	While shunting fell from car....	Feet sprained...	
Unknown man.....	Neither. .	Attempting to board train. ....	Fatal.....	Accidental.
Miss Delia Hamilton	Passenger ...	Jumped from train in motion...	Legs cut off....	
— Seely .....	Neither. .	Getting on train.....	Arm cut off.....	
Jas. Dunn.....	Employee P.S. & D.C.S.	Took a hæmorrhage of lungs on train between Montreal and Lévis.	Died Aug. 28, 1904.	
A. Levesque.....	Employee ....	Getting off engine. ....	Hand injured...	
Robt. McMurray....	Brakeman....	Coupling disabled cars. ....	Fatal.....	Accidental.
Watson Gross.....	Passenger ....	Train parted .....	" .....	No inquest.
J. H. Gardiner. ....	Brakeman...	.....	Leg cut off and other badly injured.	
Cyrille Dion.....	" ..	Coupling cars.. ..	Finger injured..	
P. Bourgeois.....	Neither.....	Coaling engine fingers caught in chain.	Three fingers broken.	
Geo. Wood.....	" ..	Attempting to board train, arms cut off.	Fatal.....	No inquest.
W. F. Ferguson. ....	Conductor....	Stepping from between cars fell.	Foot injured....	
Mrs. S. Lear.....	Neither.....	Crossing track struck by train..	Collar bone broken.	
Wm. Marr.....	" ..	Struck by train... ..	Fatal.....	Accidental.
Fred Steeves .....	Brakeman....	While unloading freight....	Side injured....	
J. Gallant .....	Fireman....	While looking out cab window struck a box car.	Head cut. ....	
J. B. Chamard.....	" ..	Slipped from engine.....	Foot injured ..	
P. P. Legere.....	Freight porter.	While handling a cask . ....	" .....	
J. Taylor.....	Passenger ....	Standing on platform of car 'Chignecto' when it was derailed.	Neck scratched..	
A. Poire .....	Brakeman'...	While shunting. . . . .	Finger injured..	
Joseph Elie. ....	Neither....	Getting on train fell between cars and platform.	Fatal. . . . .	Accidental.
Geo. Purvis.....	Brakeman...	Slipped while getting on engine.	Toes jammed....	
A. S. McLellan....	Fireman.....	Fell from engine. . . . .	Slightly shaken up.	
J. W. Weir. . . . .	Brakeman ..	While leaning over side of car, head struck bridge.	Fatal.....	No inquest.
A. Halliday . . . .	Car repairer..	While repairing car, it was struck by engine.	Foot and ankle slightly injured.	
F. F. Nickerson. . .	Brakeman ...	Foot caught in frog.....	Toes (2) jammed.	



5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1904.							
Sept. 15..	12.30	.....	Special...	W. J. Ellis.....	F. Chisholm.....	147	Windsor Junction.....
" 15..	10.00	.....	Shunter..	Fred McPherson (foreman).	J. Joncas. ....	285	Point Tupper.....
" 19..	8 30	.....	Special...	R. H. Wilkins....	D. McDonald.. ..	80	McKinnon's Harbour...
" 20..	6.15	.....	Shunter..	H. J. Murray (foreman).	T. Hanway....	124	Truro, N.S .....
" 21	15.10	.. .	Special...	J. T. McDonald ..	Chas. Tobin. ....	146	North Sydney Jct.....
" 24..	7.25	.....	" .....	G. A. McLeod....	.....	78	Stellarton, N.S.....
" 26..	10 30	42	Freight...	S. Bernier.....	Ed. Kean.....	260	St. Moise, Que.....
" 27..	22.30	.....	Shunter..	A. Gallant (yardmaster).	G. Gilker.....	122	Campbellton, N.B.....
" 27..	14.10	55	Freight...	J. L. Barnhill....	— McCullum.....	293	Antigonish, N.S .....
Oct. 1..	18.00	.....	Working..	W. N. Booard ....	T. Hennesy.. ....	230	Petite Roche.....
" 3..	24.30	.....	Special...	Gordon McLeod ..	Alex. Urquhart...	15	Between New Glasgow and Stellarton.
" 3..	24.30	.....	" .....	" .....	" .....	15	" .....
" 4 ..	23.30	.....	Shunter..	A. Gallant (yardmaster).	B. Luty.....	122	Campbellton.....
" 8..	2.30	.....	" .....	R. Johnson (foreman).	J. Kelly.....	124	Truro, N.S .....
" 9..	10.28	.....	Speeial ..	J. Therrien.....	N. Boutin.....	207	Moose Park.....
" 12..	15.30	23	Freight...	H. D. Fraser.....	R. Kennedy .....	281	Amherst, N.S....
" 13..	4.00	.....	Working..	C. M. Lutes .....	B. Johnson.....	23	Bedford, N.S .....
" 15..	5.40	...	Special...	J. T. McDonald ..	M. A. Smith.. ..	33	Near McKinnon's Harbour.
" 15..	5.40	.....	" .....	R. H. Wilkins....	Dan McDonald...	174	" .....
" 15..	5.40	.....	" .....	" .....	" .....	174	" .....
" 15..	8.22	199	Express ..	J. Rioux . ....	Jas. Collet.....	172	Montreal .....
" 19..	7.10	145	" .....	M. Verville.....	M. Houston .....	82	Near Nicolet.....
" 21..	16.45	.....	Shunter..	T. Berube (yardmaster).	Thos. Levesque...	203	Vaillancourt Landing...
" 24..	14 30	.....	" .....	.....	J. Phinney....	107	Truro, N.S .....
" 25..	2.30	.....	Special...	W. P. Smith ....	H. Johnson .....	275	Oxford Junction.....
" 26..	10.00	40	Freight...	J. Swetman.....	A. Wood.....	250	Moncton .....
" 27..	18.30	.....	Special...	J. S. Nickerson...	T. Townsend.....	29	Spring Hill Junction ..
" 27..	11.00	.....	Shunter..	J. Jackson (foreman).	T. O'Brien....	190	Halifax.....
" 28..	7.30	.....	" .....	S. Dion (yardmaster).	H. Sharp.....	183	Lévis, Que .....
" 28..	20.00	.....	Special...	Nap. Levesque.. .	Wm. Savidant...	267	Amqui, Que .....
" 31..	18.45	49	Mixed....	A. Arcand . ....	A. Goulet .. ....	212	St. Jean Chrysostome..
" 31..	18.45	49	" .....	" .....	" .....	212	" .....
Nov. 1..	14.00	.....	Working..	W. F. Ferguson...	T. Copeland .. .	250	Eel River .....
" 1..	7.00	75	Freight...	Geo. L. Nixon. . .	L. Starratt .....	283	Near Spring Hill Jct ..
" 1	11.30	25	Express ..	Jas. Millican . . .	Jas. McAuley ....	239	Oxford Junction.. ..
" 1..	11.30	25	" .....	" .....	" .....	239	" .....
" 1..	17 30	.....	Special...	J. McLeod....	T. Townsend. ....	8	Sackville, N.B.....
" 5..	20.10	.....	Working..	Walter Long.....	John Cameron....	9	Gibson, N.B.....
" 5..	1.00	38	Freight...	C. McDougall.. .	.....	.....	New Castle.....
" 9..	5.00	.....	Special...	J. McLeod.....	J. King .....	113	Spring Hill Junction ..
" 9..	5.00	.....	" .....	" .....	" .....	113	" .....
" 10..	8.15	.....	Pilot.....	J. Dawson.....	Chrs. Dobbs....	11	Levis Yard .....
" 11..	11.45	.....	Shunter..	J. E. Fogarty.....	Samuel Watson ..	132	Moncton.....
				(Foreman).			



## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
W. J. Ellis .....	Conductor....	While shunting, cars collided...	(Slightly injured.	
Fred. McPherson...	Foreman shunter.	While shunting, fell from box car.	Fatal .....	Accidental.
Jas. Gillis .. .....	Brakeman....	Fell between cars .....	" .....	No inquest.
H. J. Murray. ....	Foreman shunter.	Stepping from car .....	Ankle sprained.	
W. H. Boney.....	Employee ....	While unloading freight.....	Finger injured	
Geo. H. Haron .....	Neither .....	Struck by engine .....	Fatal.....	Accidental.
Z. Berube .....	Brakeman....	While shunting.. ..	Head injured ..	
Paul Allard.....	" .....	While coupling cars.....	Hand injured.	
Henry J. Marr .....	" .....	While shunting.....	Fatal.....	Accidental.
H. Ultican .....	" .....	" .....	Finger slightly injured.	
John McDonald.....	Neither. . . .	Struck by train.....	Fatal.....	Accidental.
— Hood.....	" .....	" .....	" .....	
A. Michaud .....	Employee ....	While getting hot water from injector.	Leg scalded.	
R. Johnson.....	Foreman shunter.	While uncoupling cars.....	Thumb and finger injured.	
Eugene Hamel.. . .	Neither. . . .	Struck by train.....	Fatal.....	Accidental.
M. Bristol.....	" .....	Passing between cars .....	Foot injured....	
Stanley McNutt....	Employee ....	Getting on flat car.....	Shoulder injured	
John E. McNeil ....	Fireman.....	Collided with Wilkin's special, caught between engine and tender.	Fatal.....	Accidental.
Dan McDonald.....	Driver.....	Collided with McDonald's special	Badly injured...	
Vincent Wright....	Brakeman....	" .....	Leg sprained....	
T. McNeil.....	Employee ....	Struck by train.....	Shoulder bruised and head cut.	
Leon Rousseau.....	Passenger ....	Jumped from train in motion...	Head and hand injured.	
Alex. Dumas .....	Brakeman....	While shunting, caught between platform and cars.	Badly jammed..	
Howard Murray....	" .....	While coupling cars.....	Foot jammed ..	
F. McCully.....	" .....	" .....	Hand injured	
Harry Gunn (boy)...	Neither.....	While riding on car .....	Foot cut off	
E. C. Wryn .....	Brakeman....	Getting on front of engine..	Head cut.....	
Clarence Graham ...	" .....	While coupling cars.....	Hand injured	
A. Laforest.....	" .....	While shunting fell from flat car.	Shoulder injured	
Nap. Levesque.....	Conductor....	While coupling cars, hit by air brake hose.	Nose cut .....	
Bertha Goulet .....	Passenger ....	Jumped from train.....	Slightly injured.	
Eugene Goulet.....	" .....	" .....	" .....	
D. O. Vineau.....	Employee ....	While unloading rails.....	Toes (2) jammed.	
Josiah Legran.....	Neither.....	Walking on track, struck by train.	Fatal. ....	Accidental.
Jas. McAuley ..	Driver.....	Train ran into an open switch, colliding with Fowlie's special engine.	" .....	No inquest.
Watson Lawrence...	Fireman.....	" .....	Leg broken and face cut.	
W. Sutherland. ....	Brakeman....	While shunting.....	Ankle sprained..	
Jos. Christie.....	Brakeman....	While coupling cars.....	Hand injured...	
Jas. Copp .....	Employee....	While unloading freight..	Face cut.....	
D. McDonald. ....	" .....	Car fell from trestle.....	Scalp wound....	
S. Tuttle.....	" .....	" .....	Slightly injured.	
Hubert Carrier.....	Neither. ....	Struck by engine .....	Leg and arm cut off.	
Wm. J. Callahan....	Clerk (jr.). . .	Getting on shunter.....	Foot cut off ....	



5-6 EDWARD VII., A. 1906

INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1904.							
Nov. 16..	12.00	105	Freight..	W. A. Mann..	F. Satchell....	160	North Sydney....
" 16..	8.30		Special...	W. Brownrigg..	H. Peeples..	282	Bayfield Road....
" 19..	15.50			D. Sweeney.....	C. E. Freeze...	134	Collet's Siding....
" 19..	11.30			A. Gavreau.....	L. W. Dutil..	209	Hadlow, Que.....
" 19..	9.35	153			J. Deveraux...	194	Ste. Flavie, Que..
" 19..	21.22	17	Express	C. W. Hennessy..	J. G. McDonald..	64	Near Hopewell, N.S.
" 19..	10.58		Special..	A. Laliberte.....	H. Boutin.....	204	Near St. Hyacinthe
" 19..	19.40	19	Express	J. J. McNeil....	A. Prowse.....	161	North Sydney Jct.
" 22..	10.30		Special..		John Baxter....	263	Stellarton, N.S....
24..							Moncton, N.B. ....
24..							
24..	14.00	41	Freight..	A. Begin .....	T. Matheson ..	243	Ste. Moise, Que
24..							Riv. du Loup ..
25..	5.30		Shunter ..	T. Berube.....	H. Turner.....	302	" .....
				(Yardmaster).			
26..	24.00		Special....	G. A. Armstrong..	J. King .....	220	Maccan, N.S..
28..	6.45				J. Clark.....	236	Halifax.....
28..	17.00						Truro, N.S....
Dec. 3..	12.00						" .....
7..	17.05	2	Express ..	C. J. Rhodes.....	J. Ross.....	232	Alton, N.S. ....
10..	19.15	S.S.	'Scotia'	L. McGuire.....	Jas. Anderson ..		Mulgrave, N.S. ....
				(Captain).			
12..	23.10		Special..	L. Gingras .....	D. Côté and.....	200	St. Lambert, Que..
					W. Mountain...	141	
12..	12.30	34	Express	W. A. Mitchell..	Jos. Cloutier....	102	St. Hubert ..
16..	7.00						Truro, N.S....
17..	18.10		Shunter	A. Dickie .....	B. Lutes.....	122	Campbellton....
				(Yardmaster).			
21..	9.00	304	Mixed...	A. Crookshank....	N. J. Ivory..	17	Chatham .....
25..	19.30		Special..	Jas. Langille...	O. Bruce.....	289	Londonderry...
30..	17.45			A. Laliberte.....	J. W. Dean.....	204	Daveluyville....
1905.							
Jan. 2..	11.30		Shunter ..	D. Laplante. ....	J. Scott ..	302	Riv. du Loup ..
				(Yardmaster).			
2..	11.30	50	Express ..	O. Levesque.....	A. Goulet ..	213	Cap St. Ignace. .
3..	5.30						Hadlow. ....
3..	9.10	141	Mixed...	A. Calder .....	A. Sproull .....		Westville, N.S. ....
5..	21.23	75	Freight..	D. Hains.....	W. F. Smallwood.		Newcastle, N.B.
9..	11.00						Truro, N.S. ....
10..							Moncton, N.B. ....
Jan. 16..	6.40		Shunter..	W. N. Bovard ..	A. Woods.....	193	Moncton:.....
21..							Riv du Loup...
23..							Union, N <sup>r</sup> S. ....
24..			Special..	D. Hains.....	A. S. Bourgeois...	250	Dickie's, N B....
26..	18.00		Special..		M. O'Shaughnessy	230	New Castle, N.B.
27..	10.00				— Johnson.....	61	Truro. N.S. ....
28..	20.45		Special...	E. K. O'Brien ..	H. A. Peeples ....	282	Monastery, N.S..
29..	9.45		Shunter ..		A. Cook.....	184	Moncton, N.B. ..
30..	13.00						Amherst, N.S. ....



## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
D. A. Cameron...	Employee.	While unloading castings.	Finger injured.	
J. T. Haliday.....	Brakeman.	While shunting.	Hand injured.	
J. Cormier.	"	"	"	
Frank Evans (boy).	Neither.	Run over by train.	Fatal.	Accidental.
Alex. Madore.	Employee.	Struck by train.	Slightly injured.	
Unknown man.....	Neither.	"	Fatal.	Accidental.
Jos. Barbeau.	"	Horse frightened by engine.	Slightly injured.	
Miss M. A. Mc- Dougall.	Passenger.	Jumped from train while in motion.	Face slightly in- jured.	
Angus McKenzie.	Employee.	While engine was backing out of engine house, caught between cab and post.	Back and leg in- jured.	
Andrew Babineau...	"	Engine struck ladder on which he was working.	Elbow injured.	
C. Richard.....	"	Engine struck ladder on which he was working.	Heel injured.	
J. B. St. Pierre.....	"	While unloading oil.	Finger injured.	
— Martel.	Porter.	Unloading freight.	Back sprained.	
J. A. Savard.	Brakeman.	Fell from car.	Knee injured.	
J. F. Armstrong...	"	While shunting.	Hand injured.	
John Spruce.....	Employee.	Run over by engine.	Fatal.	No decision ren- dered.
George E. Whidden.	"	Baggage truck slipped off plat- form.	Finger jammed.	
John Glenfield.....	"	Iron fell on his foot.	Toe injured.	
A. McKinnon.....	Passenger.	Slipped while getting on train.	Fatal.	No inquest.
Stephen McIsaac...	Employee.	While cleaning an air-pump.	Hand injured.	
L. G. Gelly.....	Fireman.	Fell from tender.	Arm injured.	
Dr. Quintil.	Neither.	Fell while crossing track.	Slightly shaken up.	
Howard Crow.....	Employee.	While letting down semaphore.	Lip cut.	
A. Dickie.	Yardmaster.	Slipped while in act of stepping on foot-board of engine.	Badly bruised.	
A. Crookshank..	Driver.	While coupling cars.	Hand injured.	
— McInnis.....	Neither.	Struck by train.	Slightly injured.	
N. Fournier.....	Fireman.	Gauge-glass broke.	Eye cut.	
D. Laplante.....	Yardmaster.	While coupling cars.	Stomach injured.	
L. Bergeron (boy)...	Passenger.	Fell from train.	Fatal.	Accidental.
J. Forgues.....	Employee.	While working semaphore, wire broke.	Wrist sprained.	
Raymond Jollyman..	Brakeman.	While shunting fell from box car.	Arm and side in- jured.	
Wm. Hache.....	Employee.	Struck by engine.	Fatal.	No inquest.
David Christie.....	"	Fell from box car.	"	"
J. H. Gardiner.....	Clerk.	Fell down stairs.	Leg broken.	
Amos Lirette.....	Employee.	Struck by cars.	Fatal.	No inquest.
J. Dumas.....	"	Fell while getting on van.	Internal injuries.	
W. Brownrigg.	"	Train parted and collided throw- ing him from cupola.	Legs broken.	
John Cowans.....	Neither.	Struck by train.	Fatal.	No inquest.
W. B. Foley.....	Brakeman.	While shunting.	Hand injured.	
Angus Lindsay.....	Employee.	Working in flanger, struck by lever.	Face cut.	
J. T. Fleming.....	"	Thrown from derailed car.	Slightly injured.	
Ed. Melanson.	Brakeman.	While getting on car, leg cut off.	Fatal.	No inquest.
Chas. Blanche.....	Employee.	While testing semaphore struck by lever.	Jaw broken and teeth knocked out.	



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INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Descrip- of Train.	Name of Conductor.	Name of Driver.	No. of En- gine.	Place of Accident.
1905.							
Feb. 2.	21.00		Special...	T. Dussault.....	W. J. Atkinson...	206	Near Aston Jct.....
" 4.	11.23	25	Express ..	Jas. Daley.. ....	C. P. Atkinson ...	46	Near Londonderry.....
" 4.	15.45		Shunter ..		M. Tobin.....	95	Halifax, N.S.....
" 11.	15.00		Special...	Wm. McGillivray.	Colin Keefe.....	12	Point Tupper.....
" 11.	10.10		Snow train		W. Young.....	104	Campbellton, N.B. ....
" 14.	19.15	71	Mixed.....	Geo. Lamkie.....	J. Oakleaf.....	187	Dalhousie Jct.....
" 15.	19.00		Special...	C. McDougall....	W. King.....	294	Bathurst, N.B. ....
" 17.	13.10		Shunter ..		Arthur Dion.. ...	206	Hadlow, Que.....
" 20.	6.00				Henry Duclos.....	208	Hadlow Shop.....
" 21.	4.35		Special...	Jas. McLaughlin.	H. Campbell.....	33	Tracadie .....
" 24.	23.10		Shunter ..	A. Simmons.....	M. Flavin.....	205	Halifax, N.S.....
" 25.	19.05	76	Freight..	N. Sirois .....	J. Gorham.....	247	Trois Pistoles .....
" 26.	19.00		Special..	A. C. McLean ...	D. Matheson .....	67	Barrachois, N.S.....
" 27.	10.00		Shunter ..		( J. McDermott... J. Moody.....	8 193	Moncton, N.B.....
" 28.	5.15		Special...	J. N. Bernier.....	W. Atkinson .....	63	Ste. Rosalie.....
Mar. 7.	10.40	6	Freight..	Geo. L. Nixon....	J. Donald .....	290	Norton, N.B.....
" 8.	5.00		Special...	E. Harrett.....	A. Probert .....	77	Westville, N.S.....
" 9.	22.30		Shunter ..	John Yeomans....	M. Flavin.....	188	Halifax, N.S.....
" 10.	13.05		Special...	F. Dixon.....	J. Gunning.....	262	Campbellton, N.B. ....
" 10.	21.30		" .....	A. Frizzle.....	A. Leitch.....	24	Richmond.....
" 12.	8.35		" .....	W. N. Bovard....	A. R. Price.....	220	Chatham, Jct. ....
" 14.	18.12		Light en- gine.		Wm. Lovett .....	64	Richmond.....
" 19.	11.00		Special...	F. Totten, (fore- man.)	P. McInnis.....	241	" .....
" 21.	10.10		" .....	J. Maloney. ....	— Anderson.....	234	Newcastle, N.S.....
" 21.	21.20		" .....	A. H. Hayman ...	B. Johnson.....	293	Between Dickie's siding and McKay's.
" 22.	16.50	34	Express ..	John Berry.....	Jas. Clark.....	235	Shubenacadie.....
" 24.	9.40		Special..	A. Lockhart.....	L. Bradshaw....	223	Near Pugsley's siding...
" 27.	12.45	24	Freight..	J. B. Crockett....	W. Gross.....	284	Amherst, N.S.....
" 28.	21.00	23	" .....	W. J. Ellis.....	W. McDonald....	265	Oxford, Jct.....
" 30.	4.45		Special...	M. Wryn.....	Jos. Stockford ..	275	Amherst, N.S.....
April 4	7.30		Shunter ..	J. Halliday.....	J. Gilfillan .....	190	" .....
" 6.							St. Hilaire, Que. ....
" 8.	18 00		Shunter ..	G. Malcolm (Foreman.)	G. Currie .....	89	Halifax, N.S.....
" 8.	15 20			J. E. Fogarty "	S. Watson.....	127	Moncton N.B.....
" 11.	11 30	33	Express ..	Geo. Walker.....	E. Parson.....	76	Monmagny, Que.....
" 12.	12 20		Special...	E. Johnson.....	R. Hamilton .....	277	Hilden, N.S.....
" 17.	17 30		Shunter ..	W. E. Layton (Foreman.)	J. Johnson.....	61	Truro, N.S.....
" 18.							Pictou, N.S.....
" 20.	17 25	13	Milk.....	F. A. Davison....	— White.....	147	Bedford, N.S.....
" 21.	21 00		Shunter ..	J. Russell (Yardmaster.)	G. Sears.....	120	Campbellton, N.B.....
" 24.	5 10		Special...	M. Wryn. ....	Frank Gibson... ..	267	Dorchester, N.B.....
" 27.	19 30		Shunter ..		John Flavin.....	288	Halifax, N.S.....
" 27.							" .....
" 29.	13 00	84	G.T.R....	— O'Brien. ....		874	St. Rosalie, Jo.....



## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
W. J. Atkinson. . . .	Driver.. . . .	Fell on injector pipe. . . . .	Arm burned . . . .	Accidental.
John McNeely. . . . .	Neither. . . . .	Walking on track, struck by train.	Fatal . . . . .	
Albert Howell. . . . .	Brakeman . . . .	Fell while getting on cars . . . .	Thigh injured . . .	No inquest.
John B. Musgrave.. . .	" . . . . .	While coupling cars. . . . .	Hand injured. . . .	
Jas. Black. . . . .	Employee . . . .	Fell between cars. . . . .	Fatal. . . . .	
J. Oakleaf. . . . .	Driver.. . . .	Side rod broke. . . . .	Slightly injured. . .	
C. McDougall. . . . .	Conductor . . . .	Slipped while shunting a car. . . .	Finger injured. . .	
John Heatherington. . .	Employee . . . .	Struck by engine . . . . .	Badly injured. . . .	
Henry Duclos. . . . .	Driver. . . . .	While tightening gauge-glass nuts.	Head cut. . . . .	Accidental.
Gordon Somers . . . .	Employee . . . .	Engine left track . . . . .	Fatal . . . . .	
W. Sweet. . . . .	Brakeman . . . .	Fell between cars while shunting.	Back and side injured.	
F. F. Martin . . . . .	" . . . . .	Fell while shunting. . . . .	Knee cap injured	
D. Matheson . . . . .	Driver. . . . .	Engine left rails, thrown from cab.	Leg broken. . . . .	No inquest. No decision rendered. No inquest.
W. D. Graves. . . . .	Brakeman . . . .	Flanger left rails. . . . .	One leg broken and the other injured.	
R. LeBlanc . . . . .	Fireman . . . . .	While shaking fire struck by bar.	Head cut. . . . .	
Frank McKinnon. . . .	Brakeman . . . .	While coupling cars . . . . .	Hand injured. . . .	
Wm. Johnson. . . . .	" . . . . .	Fell between cars. . . . .	Legs fractured. . .	
L. Baker . . . . .	" . . . . .	While shunting, fell from box car.	Head injured. . . .	
C. McWilliams . . . .	" . . . . .	While removing chain from disabled car.	Arm bruised. . . .	
Harvey Levi. . . . .	" . . . . .	While uncoupling engine. . . . .	Head injured. . . .	
P. Ferguson . . . . .	" . . . . .	Fell while getting on car . . . .	Fatal . . . . .	
Jas. Murphy. . . . .	Employee. . . . .	While getting on engine. . . . .	" . . . . .	
S. McEachern . . . . .	Brakeman . . . .	While coupling cars one leg cut off and internal injuries.	" . . . . .	
Byron Meade. . . . .	" . . . . .	Jumped from car. . . . .	Feet injured. . . .	Accidental.
Immigrant. . . . .	Passenger. . . .	Fell from train . . . . .	Slightly injured.	
Old squaw. . . . .	" . . . . .	Died on train. . . . .	" . . . . .	
L. Bradshaw. . . . .	Driver. . . . .	Fell from running board of engine.	Head cut. . . . .	
F. Nickerson . . . . .	Brakeman . . . .	While shunting. . . . .	Badly injured . . .	
Stanley McCullough. . .	" . . . . .	" . . . . .	Slightly injured. . .	
Thos. Warren. . . . .	" . . . . .	Fell while getting off box car. . .	Shoulder injured	
P. Belliveau. . . . .	Neither. . . . .	Caught while passing between cars.	Fatal. . . . .	
Alfred Boutin. . . . .	Employee . . . .	While lowering semephore. . . . .	Head cut. . . . .	
John Hibbitts. . . . .	Brakeman . . . .	Fell from car while shunting. . .	Leg broken. . . . .	
W. Osborne. . . . .	" . . . . .	While shunting. . . . .	Breast and shoulder injured.	No inquest.
Amedee Fortin. . . . .	Neither. . . . .	While getting off moving train.	Knee cap broken	
F. Boomer . . . . .	Brakeman . . . .	While shunting caught between cars.	Fatal . . . . .	
W. Wallace. . . . .	Neither. . . . .	Fell from coal car . . . . .	Back slightly injured.	
Hardy McDonald. . . .	Employee . . . .	While unloading freight. . . . .	Foot injured. . . .	Accidental.
Thos. Jackson, (boy)	Passenger . . . .	Jumped from moving train. . . . .	Slightly injured.	
W. Payne. . . . .	Employee . . . .	Jumped from moving engine. . . .	Internal injuries.	
John Pyne. . . . .	Neither. . . . .	Struck by train. . . . .	Fatal. . . . .	
E. Sims. . . . .	Brakeman . . . .	While shunting. . . . .	Head injured. . . .	Accidental.
John Lovett. . . . .	Employee . . . .	While attempting to board train, struck blind switch.	Head and body injured.	
L. E. Carpenter. . . . .	" . . . . .	Jumped from train in motion. . .	Wrist injured. . . .	



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## INTERCOLONIAL

STATEMENT of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No of Train.	Descrip- tion of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1905.							
April 29..	1 00	70	Suburban.	T. Johnson. ....	W. Lovett.....	108	Halifax, N.S. ....
" 29..							Betw'n Hadlow & Levis
May 1..	15 09			E. L. Watts .....			Dalhousie.....
" 4..	15 30		Shunter ..	E. McEachern (Foreman.)	R. McInnis .....	87	Halifax, N.S.....
" 4..	14 55		Pilot.....	Wm. Tees.....	F. Goddard.....	136	St. Rosalie.....
" 8..	9 00		Shunter ..		H. Como. ....	184	St. John, N.B.....
" 9..	10 00		"				Sydney, C.B.....
" 18..	17 30	35	Express ..		Alex. Donald.	6	Campbellton, N.B....
" 25..	7 18	45	Freight...	F. Dumont.....	O. Halle .....	70	St. Anne, Que.....
" 27..	17 30		Shunter ..	F. Dunbar (Foreman.)	A. McGrath.....	205	Halifax, N.S.....
" 31..	14 15		Shunter ..	J. E. Fogarty (Foreman.)	S. Watson.....	127	Moncton, N.B.....
June 1..	21 00		Shunter ..		S. Stewart.....	61	Truro, N.S.....
" 5..	8 05		Shunter ..		J. Phinney.....	59	"
" 8..	19 00						Halifax, N.S.....
" 13..							New Glasgow, N.S. ....
" 14..	16 33	85	Express ..	W. J. Ross. ....	D. Yould.....	49	Hopewell, N.S.....
" 16..							New Mills.....
" 19..	2 30	13	Milk.....	F. A. Davison...			Halifax, N.S.....
" 21..	10 05	37	Freight...	Jas. Card.....	Geo. Milne.....	103	Acadiaville .....



## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ending June 30, 1905.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
A. Simmons.....	Employee ....	While attempting to board train, struck blind switch.	Head and body injured.....	Accidental.
Miss Roy (little girl).	Neither.. ...	Run over by engine.....	Fatal .. ...	
Patrick Leblanc.....	Employee ....	While putting stove grate in place.	Wrist injured...	
James Ryan.....	Brakeman....	While shunting .....	Hand slightly injured.	
Philip Tremblay....	Neither.....	While passing between cars ...	Foot injured ...	
Alfred McElwaine..	Brakeman....	While coupling cars.....	Head injured..	
P. H. Sampson.....	Employee ....	While unloading freight, board slipped.	Head slightly injured.	
F. Leblanc.....	Brakeman ..	While uncoupling engine from cars.	Arm scalded....	
F. Blanchette. ....	Neither....	Found alongside track.....	Fatal .....	
John Purvis.....	Brakeman..	While coupling cars .....	Hand injured..	Accidental.
F. B. Isaacs.....	" .....	Fell between cars, arm and leg badly crushed.	Fatal .. ...	No inquest.
Amos Biswagner....	" .....	While coupling cars.....	Thumb and finger injured.	
A. Carlyle .....	" .....	" .....	Hand injured...	
J. O'Grady (boy)...	Neither. ....	While playing in yard, logs rolled on him.	Fatal .....	
John McDonald....	Employee ....	Foot step on car gave way...	Toes injured...	Accidental.
J. R. Smith .....	Neither.....	Struck by train.....	Fatal .....	
Alex. Wood.....	" .....	Found in cattle-guard.....	" .....	
S. Hall.....	Employee ....	Loading milk in car.....	Ankle broken...	
Jos. Horseman..	Brakeman....	Unloading freight.....	Two fingers injured.	



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WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS  
MONCTON, N.B., September 21, 1905.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended June 30, 1905.

- No. 1.—Revenue Account.
- No. 2.—Maintenance of Ways and Works.
- No. 3.—General Balance.
- No. 4.—Statement of Earnings.

I also send you the report of the Engineer of Maintenance on the condition of the permanent ways and works.

This line, 32 miles in length, was operated during the year by the Dominion Atlantic Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the government, the latter maintaining the line.

The gross earnings show a decrease, compared with those of the previous year, as follows:—

Earnings 1904-05.. . . . .	\$50,038 67
Earnings 1903-04.. . . . .	53,634 05
	<hr/>
Decrease.. . . . .	\$ 3,595 38
	<hr/>

The decrease was in both passenger traffic and freight traffic.  
The net earnings for the year were \$23,175.51.  
The permanent way and works received necessary repairs and are in good order.

I have the honour to be, sir,  
Your obedient servant,  
D. POTTINGER,  
*General Manager, Government Railways.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.  
MONCTON, N.B., August 31, 1905.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1905.

TRACK.

During the past year 604 feet of 4-inch and 1,510 feet of 4½-inch, were taken out of the track, and 284 feet of 4-inch, 978 feet, of 4½-inch and 852 feet of 4½-inch rails, cut and relaid.

TIES.

19,651 ordinary ties, and 8 sets of switch ties were renewed during the year.



## SESSIONAL PAPER No. 20

## BALLASTING.

45 cubic yards of gravel and ashes were distributed and put under during the year.

## SWITCHES AND SEMAPHORES.

During the year one new semaphore was erected in Windsor yard, and a new set of switch gear installed at Tuft's Cove, repairs were made to all existing switches and semaphores.

## SIDINGS.

During the year 950 feet of new siding accommodation was provided at different points.

## FENCING.

Four hundred and nineteen rods of new Page wire fence were built during the year, and necessary repairs made to existing fences.

## BUILDINGS AND PLATFORMS.

*Repairs.*

Windsor, engine house.  
Windsor, baggage room.  
Windsor, freight platform.  
Windsor, freight shed.  
Windsor, passenger platform.  
Windsor, baggage room floor.  
Mount Uniacke, temporary tank.  
Mount Uniacke, platform.  
Hartville, passenger platform.  
Beaver Bank, station.  
Ellershouse, station.  
Ellershouse, freight shed.  
Newport, station.  
Newport, station.  
Three Mile Plains, platform.  
Windsor Junction, platform.  
Windsor Junction, station.  
South Uniacke, new station.

## MASONRY.

Windsor Junction, new chimney in baggage room.  
Windsor Junction, cellar wall, station.

## BRIDGES AND CULVERTS.

Big Bog Bridge, new top.  
Ellershouse, culvert.  
Necessary repairs made to all wooden culverts.



MASONRY.

Jordan Bridge, pointed piers and abutments.  
St. Croix Bridge, pointed piers and abutments.

GENERAL.

Repairs were made to cattle guards, road crossings and gates throughout the line, where required.  
Glazing was done, and glass put in, where required.  
Outhouses and approaches to public road crossings were whitewashed, where necessary.  
Semaphores and signals were painted, where required.  
Necessary repairs were made to hand-cars and trollies, and wheel-barrows, throughout the line.  
Ladders for semaphores and buildings were provided, where required.

I have the honour to be, sir,  
Your obedient servant,  
T. C. BURPEE,  
*Engineer of Maintenance of Way and Works.*

WINDSOR BRANCH RAILWAY.

REVENUE Account, year ended June 30, 1905.

Previous Year.	Expenditure.	Year ended June 30, 1905.	Previous	Earnings.	Year ended June 30, 1905.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
24,281 09	Main. of way and works.	26,863 16	14,527 58	Passenger traffic . . . . .	13,829 22
29,352 96	Balance. . . . .	23,175 51	37,950 95	Freight traffic . . . . .	35,064 66
			1,155 52	Mails . . . . .	1,144 79
53,634 05		50,038 67	53,634 05		50,038 67

E. & O. E.  
MONCTON, N.B., June 30, 1905.

T. WILLIAMS,  
Chief Acct. and Treas.



WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works, year ended June 30, 1905.

Previous Year.		Year ended June 30, 1905.
\$ cts.		\$ cts.
10,117 96	Repairs of track	11,744 04
5,050 13	Rails and fastenings	420 93
2,724 27	Ties	5,605 00
1,587 51	Bridges	625 25
46 80	Signals	18 24
1,999 03	Culverts, cattle guards, &c.	
7 50	Wharf at Windsor	106 49
604 65	Buildings and platforms	2,067 28
7 10	Hand cars and trollies	10 10
541 23	Removing snow and ice	4,063 04
191 90	Tools and repairs of same	206 80
216 29	Fencing	830 05
1,078 69	Accountant's office and expenses	1,135 09
108 03	Miscellaneous	30 85
24,281 09		26,863 16

T. WILLIAMS,  
Chief Acct. and Treas.

E. & O. E.  
MONCTON, N.B., June 30, 1905.

WINDSOR BRANCH RAILWAY.

GENERAL Balance, year ended June 30, 1905.

1905.	\$ cts.	1905.	\$ cts.
June 30.. To Stores	226 72	June 30... By Dominion account	362 05
D. A. Ry.	135 33		
	362 05		362 05

T. WILLIAMS,  
Chief Acct. and Treas.

E. & O. E.  
MONCTON, N.B., June 30, 1905.



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## WINDSOR BRANCH RAILWAY.

## MONTHLY Statement of Receipts—One-third Earnings.

Month.		Passenger Traffic.	Freight Traffic.	Mails.	Totals.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
July,	1904.....	1,661 81	1,736 40	96 91	3,495 12
August	".....	1,938 92	1,992 17	96 91	4,028 00
September	".....	2,375 42	4,688 80	96 90	7,161 12
October	".....	1,331 77	4,482 43	96 90	5,911 10
November	".....	1,070 19	4,128 69	96 90	5,295 78
December	".....	921 52	2,838 56	96 91	3,856 99
January,	1905.....	568 56	2,822 92	96 91	3,488 39
February	".....	255 66	1,039 95	96 90	1,392 51
March	".....	722 41	4,292 74	89 55	5,104 70
April	".....	868 53	2,938 75	95 68	3,902 96
May	".....	842 01	2,280 94	88 64	3,211 59
June	".....	1,272 42	1,822 31	95 68	3,190 41
		13,829 22	35,064 66	1,144 79	50,038 67

T. WILLIAMS,

*Chief Acct. and Treas.*

E. &amp; O. E.

MONCTON, N.B., June 30, 1905.

## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS.

MONCTON, N.B., September 13, 1905.

SIR,—I have the honour to submit the following reports on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1905.

I enclose the report of the superintendent, including statements of the various accounts; also the report of the chief engineer on the works charged to capital account.

The mileage of the railway was the same as last year, 209 miles.

The expenditure on capital account during the year was \$591,412.65.

This makes the total cost of the railway on June 30, 1905, \$6,719,529.45. Of the expenditure during the year \$151,065.48 was on account of the Murray Harbour Branch, and \$133,153.85 for the Hillsborough bridge, which is a part of that branch; \$99,971.58 on account of a branch line from Cardigan to Montague bridge, and \$44,008.24 on account of a branch line to Vernon river bridge.

The results of operating the railway are much less favourable than last year, the working expenses being \$370,464.44, and the gross earnings \$217,330.61, a loss of \$153,133.83, as compared with the previous year, when the loss was \$101,305.41.

The gross earnings from freight traffic decreased \$19,336.89 as compared with last year. There was an increase in passenger traffic of \$127.06, and in mails and express freight of \$2,150.41, making a total decrease in gross earnings \$17,059.42.



## SESSIONAL PAPER No. 20

There was an increase of \$34,769.00 in the working expenses compared with last year.

The permanent way and works and the rolling stock are in a state of efficiency.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

*General Manager, Government Railways.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER,

MONCTON, N.B., September 12, 1905.

SIR,—I have the honour to submit the following report on capital account expenditures for the fiscal year ending June 30, 1905.

## HILLSBOROUGH BRIDGE.

*Substructure.*

*North approach.*—During the year, the remainder of the cribs to complete the work were built and placed along the toe of the slope.

The material forming the embankment was excavated by means of a steam shovel, and transported by locomotives and cars, from the borrow pit, situated on the P.E.I. Railway, about  $1\frac{1}{2}$  miles from Charlottetown, to the site. The work of filling began July 12, and was completed November 4—109,500 cubic yards of material having been excavated and placed in the work during that period. Owing to the great depth of soft mud at the site, great difficulty was experienced in forming the embankment; but the work was carried on vigorously, night and day. The slopes have been protected with rip-rap, haid laid to a height of four feet above extreme high water. When the trimming above this is done the work will be completed.

*South approach.*—A temporary trestle for the purpose of forming the embankment was built between the shore and the south abutment. The material obtained from borrow pits, situated on the right of way of the Murray Harbour Branch Railway, was excavated by a steam shovel, and transported by locomotives and cars to the site. The work of filling began November 15, and was completed December 17—27,100 cubic yards of material being used.

The work of protecting the slopes with hand laid rip-rap was commenced May 11 and completed June 3. The slopes and top of embankment have been trimmed and the approach completed.

*Pier No. 11.*—The stone masonry above the cut water was completed November 17.

*General.*—The work of protecting the foundations of the piers with rip-rap and mud was carried on and completed during the year. Any necessary pointing of masonry has been done, and with the exception of the trimming of the north approach and some clearing up. The whole work under the contract is completed.



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*Superstructure.*

The additional metal parts for floors and sidewalk, brackets, supplied under contract with the Dominion Bridge Company, Ltd., were delivered to the contractor as required from time to time throughout the year.

The swing span, to be erected under contract by the Dominion Bridge Company, Ltd., has not yet been placed on the piers.

The eleven spans previously forming the superstructure of the Miramichi bridge, were transported from that site, and the delivery in Charlottetown was completed early in September last. To expedite the work of erection, a second erecting stage was built in August.

The erection work began July 20, and the first span was floated to its position between piers 0 and 1, September 19. The second span was placed between piers 1 and 2 September 26. The third span between piers 2 and 3, October 13. The fourth span between piers 6 and 7, October 31. The fifth span between piers 7 and 8, November 16, and the sixth span between piers 8 and 9, on November 25. Work was suspended in December for the winter. The seventh span was placed in position between piers 5 and 6, May 24. The eighth span, between abutment A and pier 0, June 1, and the ninth span between piers 9 and 10, June 15. The tenth and eleventh spans are erected on the stages and ready to be floated to position on the piers.

Two hundred and thirty-three thousand feet B.M. of southern hard pitch pine, and 74,000 feet B.M. of white pine have been delivered for the flooring of the bridge and rest piers.

*Connection between main line and Hillsboro' bridge.*

This work was done under contract, and consisted in grading and completing the roadbed to formation level, laying ties and rails, building the necessary culverts for drainage, and fencing the right of way. The ballasting was done by day labour, and is now completed.

*Improvements to water service.*

A portion of the work was done under contract, and consisted of pipe laying for water supply at the following stations on the main line: Georgetown, Alberton, Hunter river, Harmony, West Devon, Summerside, Ashton and Mount Stewart.

Five thousand seven hundred and twenty cubic yards of excavation was made and refilled, and in all two miles of pipe laid. Work was begun in July and completed in September.

*Charlottetown extension of tracks along water front.*

This work consisted of the building of a spur line, one-quarter of a mile in length, to the Department of Marine and Fisheries wharf, at the foot of Great George street. The land for right of way was acquired and the work of construction completed. The material for filling the slip at the foot of Great George street was transported by locomotives and cars from borrow pits on the main line and a temporary trestle was built at the slip to expedite the work of unloading.

*Increased accommodation at Georgetown.*

Plans and specifications have been prepared and a contract let for the construction of a pile wharf and addition to freight shed. A large quantity of material has been delivered on the ground for this work.

*Murray Harbour Branch.*

During the year the road was extended from Murray river to Murray harbour by contract, a distance of 4.56 miles.



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Booking stations, way stations, shelters, platforms, and freight sheds and tool houses required were built by contract. Track tools were supplied, and all stations and offices supplied with necessary fittings. Eight thousand five hundred lineal feet of portable snow fences were built by contract.

*Branch line to Vernon River bridge.*

This is being done under contract, and the work is well advanced. Distance 4.59 miles.

*To straighten lines at Curtis Creek.*

This work was done by contract and is now completed. Length, 6,146 feet.

*Branch line from Cardigan to Montague bridge.*

This line is being built by contract and work is well advanced. Clearing has been completed. Including line excavation, about three-fourths done. Length, 6.38 miles.

*Survey from main line to west shore.*

The ground has been carefully examined and preparations made to complete the survey after the crops have been harvested.

*Swing span, Morrell river bridge.*

A contract was let for the superstructure and the shopwork is about completed. The creosoted piles and hard pine timber required have been ordered, but are not yet delivered.

*Survey to New London.*

Instrumental preliminary surveys were made, as follows: Route A, from Emerald junction, by the way of Greenville valley, via Stanley bridge, and stopping at Clifton, a distance of 13 miles. Route B, from Emerald junction through Clinton and Clifton, stopping at Stanley bridge, 13½ miles. Plans, profile and estimates were prepared in each case.

*Survey from Souris or Harmony to Elmira.*

Instrumental preliminary surveys were made, as follows: From Souris to Elmira, 13.2 miles; and from New Harmony, 2 miles, to join the other line at mile 5 from Souris, also plans, profiles and estimates prepared in each case.

*Improvements at Summerside.*

This consists of enlarging the grounds for the purpose of providing additional tracks, &c.

*York station for freight shed.*

This work has been done.

*To enlarge freight shed at Bradalbane.*

This work has been done.

*Station at Piusville.*

This building was erected by M. F. Schurman Co. by contract.

*Station at St. Teresa.*

This building was erected by M. F. Schurman by contract.



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*To widen wharf and provide coal shed at Summerside.*

The coal shed was erected by contract by J. M. Clark & Co., and widening of the wharf done by day labour.

*Dwelling for agent at Miscouche.*

This building was erected by J. M. Clark & Co., by contract.

*Dwelling for agent at Bloomfield.*

This building was erected by J. M. Clark & Co., by contract.

*To increase accommodation at Kensington.*

A new station is under construction by contract with M. F. Schurman & Co.

*New station at Alberton.*

This building was completed December last by J. M. Clark & Co., contractors.

I am, sir, your obedient servant,

WM. B. MACKENZIE,

*Chief Engineer.*

D. POTTINGER, Esq.,

General Manager, Government Railways,  
MONCTON, N.B.

## PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., September 1, 1905.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1905:—

I also enclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

No. 1. Capital account.

2. Revenue account.

3. Locomotive power (abstract No. 1).

4. Car expenses (abstract No. 2).

5. Maintenance of ways and works (abstract No. 3).

6. Station expenses (abstract No. 4).

7. General charges (abstract No. 5).

8. General store account.

9. General balance.

10. Comparative statement of averages.

A. Monthly statement of the cost of locomotive power.

B. Statement of performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement of the number of locomotives, cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the mechanical department.

The mileage of the railway in operation is the same as last year, 209 miles.



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## CAPITAL ACCOUNT.

The total expenditure to June 30, 1904, was . . . . . \$6,128,116 80

The additions during the year were as follows:—

Survey to Montague bridge.. . . . .	0 09
To enlarge freight shed at Bradalbane.. . . . .	498 20
York—For freight shed . . . . .	498 99
Survey from main line to west shore.. . . . .	529 16
Piusville—Station at . . . . .	735 58
St. Teresa—Station at . . . . .	845 35
Survey from Souris or Harmony to Elmira.. . . . .	1,083 35
To widen wharf and provide coal shed at Summerside.	1,149 81
Survey to New London . . . . .	1,412 46
Miscouche—Dwelling for agent at . . . . .	1,490 63
Bloomfield—Dwelling for agent at . . . . .	1,689 58
To increase accommodation at Kensington . . . . .	3,999 98
New station at Alberton . . . . .	4,499 09
To fit up locomotives and passenger cars for steam heating . . . . .	4,822 00
Swing span for Morrel river bridge . . . . .	4,929 65
Summerside—Improvements at . . . . .	4,987 49
To increase accommodation at Charlottetown . . . . .	10,205 10
Charlottetown—Extension of railway along water front.	11,716 96
To improve water service . . . . .	17,557 12
To increase accommodation at Georgetown . . . . .	19,976 97
To straighten line at Curtis creek.. . . . .	21,498 51
To apply Westinghouse air brakes and air signals.. . .	22,566 05
To apply M.C.B. couplers to rolling stock . . . . .	26,455 73
Branch line to Vernon river bridge . . . . .	44,008 24
Branch line from Cardigan to Motague bridge . . . . .	99,971 58
Murray harbour branch . . . . .	151,131 13
Hillsborough bridge . . . . .	133,153 85

Making the total cost on June 30, 1905.. . . . . \$6,719,529 45

Bradalbane, enlarged freight shed.—This building was completed by day's work.

York, enlarged freight shed.—This work was completed under contract by M. F. Schurman & Co.

Piusville station.—This building was erected by M. F. Schurman & Co., by contract.

St. Teresa station.—This building was erected by M. F. Schurman & Co., by contract.

Coal shed at Summerside.—This building was erected by J. M. Clark & Co., by contract. The widening of the wharf was done by day's work.

Miscouche, dwelling for agent.—This building was erected by J. M. Clark & Co., by contract.

Bloomfield, dwelling for agent.—This building was erected by contract by J. M. Clark & Co.

At Kensington.—A new station is under construction by contract by M. F. Schurman & Co., and will be completed the current year.

Alberton station.—This building was completed December last by J. M. Clark & Co., contractors.



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Heating passenger cars by steam.—This work is in hand, and continued into the current year.

Summerside improvements.—This consists of enlarging the grounds for the purpose of providing additional tracks, &c. The work extends into the current year.

Charlottetown improvements.—The work that has been done consists of a filling made on the property purchased from the provincial government. Other purchases of land have been made for the purpose of additional yard room, and for the erection of a new station building.

Extension of railway along water front at Charlottetown.—This work consisted of grading and laying 1,130 feet of track to the marine wharf.

Water service.—Overhead tanks are being provided for watering locomotives and for providing water at station where practicable. The work is still in hand.

Georgetown accommodation.—An addition is being built to wharf and freight shed under contract.

Straightening line at Curtis Creek.—This work was carried forward from last year and completed this year.

Westinghouse air brakes.—These are being applied to all rolling stock, and this work will be completed the current year.

M.C.B. couplers.—These couplers are being applied to all rolling stock. The work extends into the current year.

Explanations of other capital expenditures are to be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

The earnings, as anticipated last year as the result of a failure in crops, show a decline of nearly \$20,000.00 in freight traffic. The passenger earnings were well maintained notwithstanding the extremely severe winter which disorganized and demoralized business for upwards of one month. The crops for the current year are good, and a largely increased business looked for.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings.. . . .	\$217,330 61
Working expenses.. . . .	370,464 44
	<hr/>
Difference.. . . .	\$153,133 83
	<hr/>

The gross earnings compare with the previous year as follows:—

In 1903-04.. . . .	\$234,390 03
1904-05.. . . .	217,330 61
	<hr/>
Decrease.. . . .	\$ 17,059 42
	<hr/>

The earnings from passenger traffic compare as follows:—

In 1903-04.. . . .	\$102,378 49
1904-05.. . . .	102,505 55
	<hr/>
Increase.. . . .	\$ 127 06
	<hr/>



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The earnings from freight traffic compare as follows:—

In 1903-04.. . . . .	\$114,061 59
1904-05.. . . . .	94,724 70
Decrease.. . . . .	\$ 19,336 89

The earnings from mails and sundries compare as follows:—

In 1903-04.. . . . .	\$ 17,949 95
1904-05.. . . . .	20,100 36
Increase.. . . . .	\$ 2,150 41

The number of passengers carried compare as follows:—

In 1903-04.. . . . .	224,567
1904-05.. . . . .	235,194
Increase.. . . . .	10,627

The weight of freight carried compare as follows:—

	Tons.
In 1903-04.. . . . .	86,286
1904-05.. . . . .	73,969
Decrease.. . . . .	12,317

## WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1903-04.. . . . .	\$335,695 44
1904-05.. . . . .	370,464 44
Increase.. . . . .	\$ 34,769 00

This increase is the result of the severe winter and snow blockade for upwards of a month. The expenditure in general was heavy in consequence of a large amount of work done in the maintenance department, and the cost of a locomotive charged to revenue. There were further increases also in wages during the year in the mechanical department.

The averages compare with the previous year as follows:—

## Per mile run by engines.

	Cents.
In 1903-04.. . . . .	82.68
1904-05.. . . . .	83.72

## Per mile run by trains.

In 1903-04.. . . . .	108.01
1904-05.. . . . .	107.91

## Exepnditure per mile of railway.

In 1903-04.. . . . .	\$1,606 09
1904-05.. . . . .	1772 55



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## TRACK.

Fifty thousand railway ties, 34 sets switch ties and 38 switch head-blocks with frames were renewed.

One thousand four hundred culled ties were used in yards and sidings.

Two and one-quarter miles of 56 pound steel rails were laid between Hunter River and Fredericton to replace 50 pound steel rails; two miles, 56 pound steel rails between Winsloe and Milton to replace 50 pound steel rails; one and one-quarter miles 50 pound steel rails to Alberton wharf to replace 40 pound iron rails; one mile 56 pound steel rails to Souris wharf to replace 40 pound iron rails, and six hundred and ninety feet 50 pound steel rails in Hunter river siding to replace 40 pound iron rails. In New Annan siding, 420 feet 50 pound steel rails were laid, and 2,400 feet 50 pound steel rails, steel frog and set switch gear in yard at Georgetown. Two new 56 pound steel frogs and 2 sets switch gear were laid at Bear river to replace iron frogs and switches.

During the year repairs were made to 7 hand cars; six new lorry tops were built; 6 track levels and 6 straight edges made.

## SIDINGS.

One mile east of Tignish, a new siding, 186 feet, was put in.

At Kensington, 1,000 feet sidings were rebuilt.

At Suffolk, siding was extended 624 feet.

At Charlottetown, a new siding, 1,152 feet, was laid with 50-lb. steel rails and angle plates, steel frog and switch gear.

In extending track to marine wharf, 2,260 feet 50-lb. steel rails, 1 steel frog and set switch gear were used.

## FENCING.

There were 67,432 feet Page wire, and 4,275 feet barbed and web wire erected on new cedar posts; 18,235 feet new snow fence built, 400 panels portable snow fence built and placed where most needed, and other temporary snow fences erected during the winter.

All fences requiring repairs were attended to.

One hundred and fifty farm gates were renewed.

## BALLASTING.

Three hundred and four cars ballast were distributed in places where most needed.

At Alberton, 1,500 cubic yards of clay were used in grading station grounds, and 500 cubic yards in grading and building new cattle pen at St. Teresa.

Three hundred and forty-seven cars clay were used in grading station grounds and widening embankments.

## BRIDGES.

At Tignish, Pig brook bridge was painted, and received 15 hard pine ties.

At Harpers, bridge was painted.

At Alberton, Huntley river bridge was painted.

At Mill river, a new 28-foot span truss bridge was placed on a foundation of piles and concrete abutments to replace wooden structure at Haywood's mill stream. Material used: 40 piles, 20 feet long, 100 barrels cement, 50 tons broken stone, and 2 cars sand.

Near Bradalbane, a new 24-foot deck plate girder span was erected to replace wooden structure.



## SESSIONAL PAPER No. 20

At Bradalbane, bridge was painted, and 10 hard pine ties renewed.

At Hunter river, a new 33-foot deck plate girder span was erected to replace wooden structure.

At Milton, the following material was used in building temporary trestle at Curtis creek: 36 tons hemlock timber and 300 iron butt bolts.

At lot 40, bridge was painted and 24 hard pine ties renewed.

At Morell, 6 hard pine ties were renewed in bridge.

At Marie, 7 hard pine ties were renewed in bridge.

At Five Houses, 26 hard pine ties were renewed in bridge.

At Naufrage, two 22-foot deck plate girder spans were erected.

At Souris, repairs were made to two overhead bridges.

At Peakes, Mooney's bridge received 10 hard pine trees.

All other bridges received necessary repairs .

## CULVERTS.

At Alberton, one iron pipe culvert 18 inches diameter, 24 feet long, was put in to replace an old one worn out.

At Duvar, one iron pipe culvert, 18 inches diameter, 24 feet long, was put in.

At Cardigan, two iron pipe culverts were put in, one 24 inches diameter and 48 feet long, and the other 18 inches diameter and 24 feet long.

At Georgetown, two iron pipe culverts 18 inches diameter were put in, one being 60 feet and the other 36 feet in length.

Thirty-two wooden culverts were rebuilt with cedar, and 13 culverts repaired by using 10 barrels cement and 2 cars hard stone.

Thirty-two cattle-guards were rebuilt.

## WHARFS AND BREASTWORKS.

At Summerside, in making repairs and improving wharf, the following material was used: 65 tons hemlock timber, 371 butt bolts, 179 screw bolts, 32 iron plates, 692 pounds spikes, 880 feet 3-inch hemlock plank, 10 pounds 10-dy. nails, 2 kegs 60-dy. nails, 24 creosoted piles, 48 hardwood piles, and 320 feet hard pine.

At Mount Stewart, the following material was used in repairing the wharf: 14 tons hemlock timber, 1,200 lineal feet 3-inch hemlock plank, 2 kegs nails, and 75 iron butt bolts.

At Charlottetown 26 tons hemlock timber, 15 spruce piles, 17 hardwood piles, 200 iron butt bolts, 39 cars brush, and 25 cars clay were used in repairing wharf. In repairing breastwork the following material was used: 27 tons hemlock timber, 13 hardwood piles, and 20 iron butt bolts.

## BUILDING AND PLATFORMS.

Tignish.—A new kitchen was built to agent's dwelling. Repairs were made to coal shed and freight house. Agent's dwelling was painted inside and outside, and waiting-room and office were also painted. A cattle pen was built.

Alma.—A new station platform was built.

Alberton.—Freight shed was repaired and painted.

O'Leary.—Roof of station was repaired, and necessary repairs made to doors and windows.

Ellerslie.—A station platform was built and repairs made to station.

Port Hill.—New rollers were placed on freight house doors. Doors and windows were repaired. Cattle pen was rebuilt.

Coleman.—A new gravel roof was placed on station.



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Northam.—A station platform was made. A coal bin was built, and a ticket case made for station.

Richmond.—A station platform, ticket case and coal bin were made.

Summerside.—Front of station was shingled, and dwelling and engine house repaired. The following material was used in repairing coal shed; 50 tons hemlock timber, 60 butt bolts, 4 kegs spikes, 1,700 feet hemlock boards, 24 screw bolts, 750 feet hemlock plank and 1 keg nails. Coal shed and freight sheds were painted.

Kensington.—Repairs were made to doors and windows of agent's dwelling, and new rollers placed on freight house door.

Emerald.—Roof of station was shingled, and agent's dwelling and station platform repaired.

Kinkora.—A station platform and coal-bin were built, and ticket case for station made.

Albany.—A station platform and coal-bin were built. A ticket case was made for station.

Cape Traverse.—A new pit was made in engine house.

Bradalbane.—An addition of 25 feet to freight house, and a kitchen for agent were built. Agent's dwelling was painted inside and outside, and new freight house was also painted.

Fredericton.—A station platform and coal-bin were made, and ticket case furnished for station.

Royalty Junction.—Station and platform received repairs. Agent's dwelling was papered and painted inside.

York.—Station was raised 1 foot 8 inches, and new sills placed under it. A station platform was made. Freight house and dwelling were painted.

Mt. Stewart.—Station, station platform, and coal shed received repairs.

St. Andrews.—A station platform was made.

St. Peter's.—Agent's dwelling was removed to a more suitable location, and placed on a new stone foundation. A new kitchen was added to dwelling, and dwelling thoroughly renovated and painted and papered inside. Repairs were made to station platform.

Waiting-room and office were painted.

Souris.—Station and freight houses were repaired. A platform was made for freight house at station.

Peakes.—Station was painted and repaired.

Cardigan.—Waiting-room and office were painted, and repairs made to station and platform.

Georgetown.—A new end was put in warehouse on wharf, and engine house repaired.

Charlottetown.—Coal shed was raised 2 feet, and the following material used for making repairs to it; 8 tons hemlock timber and 75 butt bolts.

All other buildings along the line requiring repairs were attended to.

STORES.

The value of stores purchased was.. . . .	\$253,912 65
The value of stores used was.. . . .	291,764 88
The value of old material sold was.. . . .	9,015 33
	<hr/>



SESSIONAL PAPER No. 20

The value of stores on hand at the end of the year was:—

Ordinary stores.. . . . .	\$ 30,875 45
Fuel.. . . . .	12,049 13
Steel rails and fastenings.. . . . .	9,696 61
Old material for sale.. . . . .	36,163 42
	<u>\$88,784 61</u>

GENERAL.

The rolling stock, road-bed, and buildings have all received necessary attention and are now in a higher state of efficiency than at any time during the past.

I inclose a return of minor casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP,  
*Superintendent.*

D. POTTINGER, Esq., I.S.O.,  
General Manager, Canadian Government Railways.  
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

ACCIDENTS during Year ended June 30, 1905.

Cause of Accident.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured
1. Fell from cars or engine.....								
2. Jumping on or off trains or engines when in motion..				1				1
3. At work on or near the track making up trains.....				1				1
4. Putting arms or heads out of windows....				4				4
5. Coupling cars.....								
6. Collision or by trains thrown from track.....								
7. Struck by engines or cars on highway crossings.....								
8. Walking, standing, lying, sitting, or being on track....								
9. Explosions.....								
10. Striking bridges.....				8				8
11. Other causes.....								
Total.....				14				14



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## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT.

CHARLOTTETOWN, P.E.I., July 25, 1905.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department, for the year ended June 30, 1905.

The following is a summary of the principal work performed:—

## LOCOMOTIVES.

One new locomotive was purchased from the Canadian Locomotive Company, Kingston, Ontario.

Nine engines received heavy repairs, and 10 engines specific repairs.

Engine No. 10 received new fire box, wheel centres, axles, crank pins, truck boxes, side rod straps, pistons, valves, mountings in cab, eccentrics, eccentrics straps, and had all running gear renewed. Eight engines received new driving and engine truck boxes, and had all running gear renewed. Two engines received new cabs. One engine had frames and cylinder broken, smoke box stove in, axle of engine and tender trucks bent, and tender badly broken, which was repaired. Four cylinders were broken while snow fighting in the winter; one completely destroyed, which was replaced. Ten new locomotive smoke stacks were built. Twelve hundred tubes were pieced and put into locomotives. Four pop valves, 6 whistles, 120 sets steam packing, and 12 pilots were made. Fourteen injectors were largely rebuilt. Three hundred and fifty wheels were bored out and pressed on axles. One hundred and forty car axles, 85 car wheels, 24 sets driving wheels, and one set of driving wheels and axles were turned. Sixteen engine wheel tires were bored out. One hundred and sixty-eight driving and engine truck springs were made and repaired. Two hundred and twenty-three thousand, two hundred and fifty-five pounds of iron, and 1,539 pounds of steel were forged. Five thousand, seven hundred and seventy-three pounds of nuts were tapped. Westinghouse air brakes were applied to 9 locomotives.

## CAR DEPARTMENT.

Two second-class cars, one full baggage car, two coal cars, 3 box cars, 1 snow plough (except wings and cutters) were built and charged to Murray harbour branch capital account. One full baggage, and 1 postal and smoking car are now under construction, which will also be charged to Murray harbour branch capital account. Ten flat cars, 2 stock cars, 1 snow plough and 1 flanger were rebuilt. Twenty-five box cars, 18 flat cars, 2 flangers and 2 snow ploughs received heavy repairs. Eight first-class cars, 6 second-class cars, 20 box cars, 3 stock cars, 15 flat cars, and 2 flangers received light repairs. Westinghouse air brakes were applied to 21 passenger cars and 168 freight cars.

## BRASS FOUNDRY.

Output.—9,787 pounds brass castings.

## PAINT SHOP.

Three first-class cars, 4 second-class cars, 1 postal car, 22 box cars, 18 flat cars, 9 snow ploughs, 138 box car roofs, 5 hand cars, and 90 switch frames were painted, and 8 hand cars, 4 lorries, 54 station seats, 10 coal boxes, and 7 ticket cases were



## SESSIONAL PAPER No. 20

painted for the Murray harbour branch stations. Eleven first-class cars, 8 second-class cars, and 7 postal cars were cleaned and varnished. Six hundred panes of glass were put in buildings. Northam, Richmond, Fredericton, Albany and Kinkora station were lettered.

## ROAD AND TRAFFIC DEPARTMENTS.

Twenty-six loading platforms, 6 cattle stages, 2 gates, 2 coal waggons, 3 wheelbarrows, 3 baggage trucks, 6 boxes for yearly papers, 20 boxes for stores, 2 boxes for machine shop, 8 freight trucks, 9 hand cars, 6 lorries, 1 ticket case, 1 large set of drawers, 64 station seats, 11 coal boxes, 7 blackboards, 7 baggage check cases, 7 station signals, and 15 sets switch gear were made. Four new frogs were made and several repaired. Sixteen switch frames were made and mounted. Fifty barrel plugs were cut. Ties were fitted on four iron bridges. Twelve thousand, five hundred and forty pounds of iron and five hundred and six pounds of steel were forged. Three hundred and twenty pounds of nuts were tapped. Two bridges were cut, rivetted and braced.

We have applied steam heat to the carpenter shop.

Yours truly,

W. S. POOLE,

*Mechanical Superintendent.*

G A. SHARP, Esq.,  
Superintendent, P.E.I. Ry.,  
Charlottetown.



5-6 EDWARD VII., A. 1906

No. 1. PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

1904.		\$	cts.	1904.		\$	cts.
June 30 .	To cost of road and equipment to date. . . . .	6,128,116	80	June 30 . . . . .	By Dominion of Canada . . . . .	6,128,116	80
1905.				1095.			
June 30 .	To expenditure, year ended June 30, as follows:—			June 30 . . . . .	By Dominion of Canada . . . . .	591,412	65
	Survey to Montague. . . . . \$	0	09				
	Addition to freight shed, Bradallbane..	498	20				
	Freight shed, York. . . . .	498	99				
	Survey to West Shore . . . . .	529	16				
	Station at Piusville. . . . .	735	58				
	Station at St. Teresa. . . . .	845	35				
	Survey to Elmira . . . . .	1,083	35				
	Coal shed and widening wharf, Summerside. . . . .	1,149	81				
	Survey to New London. . . . .	1,412	46				
	Agent's dwelling, Miscouche. . . . .	1,490	63				
	Agent's dwelling, Bloomfield. . . . .	1,689	58				
	Increased accommodation Kensington	3,999	98				
	New Station, Alberta. . . . .	4,499	09				
	Steam heating on locomotives and cars. . . . .	4,822	00				
	Swing span, Morell River Bridge. . . . .	4,929	65				
	Improvements, Summerside. . . . .	4,987	49				
	Increased accommodation, Charlottetown . . . . .	10,205	10				
	Railway extension along water front at Charlottetown. . . . .	11,716	96				
	Improvements in water service. . . . .	17,557	12				
	Increased accommodation, Georgetown . . . . .	19,976	97				
	Straightening line, Curtis Creek. . . . .	21,498	51				
	Westinghouse air brakes and signals. . . . .	22,566	05				
	"M.C.B." couplers on rolling stock. . . . .	26,455	73				
	Branch line to Vernon river bridge . . . . .	44,008	24				
	Branch, Cardigan to Montague bridge . . . . .	99,971	58				
	Hillsborough bridge . . . . .	133,153	85				
	Murray harbour branch. . . . .	151,131	13				

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,  
*Accountant and Auditor.*



No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended June 30, 1905.

Previous Year.	Expenditure.	Year ended June 30, 1905.	Previous Year.	Receipts.	Year ended June 30, 1905.
\$ cts.		\$ cts.	\$ cts.		\$ cts.
115,474 46	Locomotive power, per Abstract No. 1.....	109,541 81	102,378 49	Passenger traffic . . . . .	102,505 55
54,345 93	Car expenses, per Abstract No. 2.....	56,696 00	114,061 59	Freight traffic . . . . .	94,724 70
103,826 40	Maintenance of ways and works, per Abstract No. 3.....	136,138 50	17,949 95	Mails and sundries....	20,100 36
46,455 93	Station expenses, per Abstract No. 4.....	51,881 94	234,390 03	.....Total receipts..	217,330 61
15,592 72	General charges, per Abstract No. 5.....	16,206 19	101,305 41	Balance. ....	153,133 83
335,695 44	.....Totals.....	370,464 44	335,695 44	....Totals.....	370,464 44

W. L. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1905.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

LOCOMOTIVE POWER (Abstract No. 1).

Previous Year.	Details.	Year ended June 30, 1905.
\$ cts.		\$ cts.
2,447 04	Mechanical superintendent's salary, clerks, office and travelling expenses	2,519 79
30,951 53	Wages of drivers, firemen and cleaners. ....	31,420 60
39,067 03	Fuel. ....	36,263 70
2,080 29	Oil, tallow, waste and small stores.....	1,842 61
37,843 48	Repairs to engines, tenders and engine tools.....	33,574 32
554 62	Water, including pump and tank repairs.....	819 10
2,530 47	Miscellaneous. ....	3,101 69
115,474 46	.....Totals.....	109,541 81

W. L. HUGGAN,

Accountant and Auditor.

CHARLOTTETOWN, P.E.I., June 30, 1905.



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No. 4.—PRINCE EDWARD ISLAND RAILWAY.  
CAR EXPENSES (Abstract No. 2).

Previous Year.	Details.	Year ended June 30, 1905.
\$ cts.		\$ cts.
6,156 88	Repairs to passenger cars .....	6,013 08
1,469 61	Repairs to postal, express and baggage cars .....	1,452 51
7,808 32	Repairs to freight cars and vans .....	10,170 04
1,540 00	Repairs to snow ploughs and flangers. ....	1,820 41
30,738 30	Wages of conductors, train baggage masters and brakemen. ....	30,303 43
660 90	Oil and waste for packing .....	666 94
4,432 35	Small stores and fuel .....	4,679 01
1,539 57	Miscellaneous. ....	1,590 58
54,345 93	Totals.....	56,696 00

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,  
*Accountant and Auditor.*

No. 5.—PRINCE EDWARD ISLAND RAILWAY.  
MAINTENANCE OF WAY AND WORKS (Abstract No. 3).

Previous Year.	Details.	Year ended June 30, 1905.
\$ cts.		\$ cts.
331 42	Engineer's salary, clerks, office and travelling expenses.....	384 02
49,047 56	Wages in repairing roadway, fences and semaphores .....	43,282 55
2,624 10	Rails, chairs and spikes .....	5,399 79
25,083 29	Ties .....	20,732 36
4,834 88	Timber and lumber for repairs to bridges, cattleguards, &c. ....	8,618 91
2,618 43	Repairs to wharfs .....	5,310 04
5,976 55	Repairs to buildings and platforms .....	6,548 63
1,520 05	Repairs to tools. ....	1,535 26
11,790 12	Clearing ice and snow. ....	44,326 94
103,826 40	Totals.....	136,138 50

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,  
*Accountant and Auditor.*

No. 6.—PRINCE EDWARD ISLAND RAILWAY.  
STATION EXPENSES (Abstract No. 4).

Previous Year.	Details.	Year ended June 30, 1905.
\$ cts.		\$ cts.
37,461 34	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers. ....	41,995 98
8,994 59	Fuel, oil, light, stationery and other incidental expenses.....	9,885 96
46,455 93	Totals.....	51,881 94

CHARLOTTETOWN, P.E.I., June 30, 1905.

W. L. HUGGAN,  
*Accountant and Auditor.*



No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

Previous Year.	Details.	Year ended June 30, 1905.
\$ cts.		\$ cts.
7,804 84	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.....	8,223 65
5,558 51	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses .....	5,570 49
377 40	Advertising .....	635 14
1,419 23	Damages to men, animals and goods.....	795 91
359 99	Telegraph expenses (not including pay to operators).....	676 98
72 75	Miscellaneous.....	304 02
15,592 72	Totals.....	16,206 19

W. L. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor. ..

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account.

1904.	DR.	\$ cts.	\$ cts.
June 30..	To Balance brought forward.....		99,809 72
1905.			
June 30..	Purchases during the year, including rails.....	253,912 65	
	Charges from other departments .....	25,268 41	
	Pay rolls .....	1,558 66	
			280,739 72
	CR.		380,549 49
June 30..	By issues during the year .....		291,764 88
	Balance { Ordinary stores .....	\$ 30,422 95	
	{ Fuel .....	12,049 13	
	{ Rails and fastenings on hand.....	45,860 03	
	{ Old material serviceable .....	452 50	88,784 61

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL BALANCE.

	\$	cts.		\$	cts.
General stores. . . . .	88,784	61	Dominion account. . . . .	109,080	10
Cash . . . . .	6,255	93	John McDougall & Company . . . . .	488	75
Stations . . . . .	2,036	48	Gowrie and Blockhouse Collieries		
Through ticket ledger. . . . .	193	31	Company, Ltd. . . . .	2,592	35
Post Office Department . . . . .	13,082	10	M. J. Haney. . . . .	2,922	74
Militia Department . . . . .	77	49			
Anglo-American Telegraph Company.	46	43			
Judge Weatherbie . . . . .	30	00			
Sidney Grey . . . . .	30	00			
Railway Extension, Charlottetown. .	812	83			
Accident Insurance . . . . .	2,313	97			
Rhodes, Curry & Company . . . . .	428	87			
Intercolonial Railway. . . . .	787	86			
Canadian Express Company. . . . .	204	06			
	115,083	94		115,083	94

W. T. HUGGAN,

CHARLOTTETOWN, P.E.I., June 30, 1905.

Accountant and Auditor.



No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for the years ended June 30, 1905 and 1904.

Details.	1905.	1904.
Mileage of railway open. . . . .	209	209
Engine mileage . . . . .	442,493	406,007
Train mileage. . . . .	343,301	310,785
Car mileage . . . . .	1,683,203	1,822,737
Receipts per engine mile. . . . .Cents	49.11	57.73
“ mile of railway. . . . .Dollars	1,039.86	1,121.48
Percentage of passenger earnings to gross receipts. . . . .	47.17	43.68
“ freight “ “ . . . . .	43.58	48.66
“ other “ “ . . . . .	9.25	7.66
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages. . . . .	7.10	7.63
Fuel. . . . .	8.19	9.62
Oil, tallow, waste and small stores. . . . .	.42	.51
Repairs to engines. . . . .	7.59	9.32
Water and tank repairs. . . . .	.18	.14
Miscellaneous. . . . .	.70	.62
	24.18	27.84
Mechanical superintendent's salary, office and travelling expenses. . . . .	.57	.60
Total. . . . .Cents	24.75	28.44
Locomotive power, per engine mile . . . . .	24.75	28.44
Car expenses . . . . .	12.81	13.39
Maintenance of way and works, per engine mile. . . . .	30.77	25.57
Station expenses. . . . .	11.73	11.44
General charges. . . . .	3.66	3.84
Total. . . . .Cents	83.72	82.68
Locomotive power, per train mile . . . . .	31.91	37.15
Car expenses . . . . .	16.51	17.49
Maintenance of way and works . . . . .	39.66	33.41
Station expenses. . . . .	15.11	14.94
General charges. . . . .	4.72	5.02
Total per train mile. . . . .Cents	107.91	108.01
Working expenses, per mile of railway. . . . .Dollars	1,772.55	1,606.09

W. T. HUGGAN,  
Accountant and Auditor

CHARLOTTETOWN, P.E.I., June 30, 1905.



A.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1905.

MONTHS.	Miles run by Engines, less Ballasting.	Cost of										AVERAGE PER 100 MILES.																					
		Mechanical Super-intendents' Sal-ary, Clerks and Office Expenses.		Engine-men's Wages.		Fuel.		Oil, Waste, &c.		Repairs.		Engine Houses and Turntables.		Water.		Total.		Mechanical Super-intendents' Sal-ary, &c.		Engine-men's Wages.		Fuel.		Oil, Waste, &c.		Repairs.		Engine Houses and Turntables.		Water.		Total.	
		\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
1904—	July.....	33,382		2,191	30	2,786	51	137	76	1,544	25	175	03	163	85	7,105	07	0	32	6	56	8	34	0	42	4	63	0	52	0	49	21	28
	August.....	33,472		2,227	16	2,889	59	166	99	1,253	82	203	44	35	17	6,982	16	0	62	6	65	8	63	0	49	3	75	0	61	0	10	20	85
	September.....	32,796		2,038	18	3,175	17	146	03	1,223	45	236	41	1	59	7,026	19	0	62	6	21	9	68	0	44	3	73	0	73	0	01	21	42
	October.....	33,187		2,278	66	3,233	12	145	23	1,542	33	289	30	5	95	7,718	71	0	67	6	86	9	74	0	44	4	65	0	87	0	02	23	25
	November.....	33,833		2,414	44	3,672	70	189	77	2,163	09	328	36	176	28	9,151	34	0	61	7	14	10	85	0	56	6	39	0	97	0	52	27	04
	December.....	36,899		2,600	18	3,809	86	196	55	2,268	03	384	80	.....	.....	9,491	36	0	63	7	04	10	33	0	53	6	15	1	01	0	00	25	72
1905—	January.....	32,244		2,727	67	3,921	95	214	63	2,606	21	417	09	172	30	10,278	38	0	41	7	16	5	49	0	14	7	17	0	79	0	12	21	28
	February.....	49,871		3,570	73	2,735	48	73	49	3,578	17	394	74	57	90	10,616	06	0	54	6	09	6	57	0	22	3	44	0	46	0	04	17	36
	March.....	49,975		3,041	55	3,281	36	113	69	1,716	64	230	56	21	78	8,676	86	0	57	6	78	3	26	0	25	5	18	0	30	0	49	16	83
	April.....	37,649		2,554	12	1,226	85	95	03	1,948	85	113	15	184	28	6,337	95	0	49	7	91	6	61	0	63	6	94	0	42	0	00	23	00
	May.....	37,039		2,930	88	2,447	88	233	56	2,570	44	157	64	.....	.....	8,521	96	0	49	7	91	6	61	0	63	6	94	0	42	0	00	54	86
	June.....	32,146		2,845	73	3,083	23	129	88	11,159	04	171	17	.....	.....	17,635	77	0	77	8	85	9	60	0	40	34	71	0	53	0	00	54	86
	Totals.....	442,493	2,519	31,420	60	36,263	70	1,842	61	33,574	32	3,101	69	819	10	109,541	81	0	57	7	10	8	19	0	42	7	58	0	70	0	19	24	75

NOTE.—In repairs for June is included the cost of one new engine, No. 19.

S. F. HODGSON,  
Mechanical Accountant.



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PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

MONTHS.	Hours in Steam.	TRAIN MILEAGE.				MILEAGE BY ENGINES.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1904—July . . . . .	3,674	11,877	14,199	522	103	26,701	49	7,334	34,084
August. . . . .	3,586	11,726	14,648	625	.....	26,999	05	7,178	34,182
September..	3,511	11,102	14,332	283	301	26,018	76	7,063	33,157
October . . . . .	3,750	11,405	14,227	1,273	.....	26,905	167	7,583	34,655
November..	3,604	11,346	14,542	359	.....	26,247	.....	8,055	34,302
December . . . . .	3,802	11,447	16,172	.....	92	27,711	210	8,978	36,899
1905—January . . . . .	3,874	10,051	12,084	.....	1,632	23,767	237	8,240	32,244
February . . . . .	5,586	2,041	41,866	.....	597	44,504	20	5,347	49,871
March. . . . .	5,763	8,922	27,531	.....	4,316	40,769	259	8,947	49,975
April. . . . .	4,176	9,816	15,923	.....	478	26,217	90	11,342	37,649
May . . . . .	4,369	10,675	15,961	1,205	102	27,943	251	10,270	38,464
June . . . . .	4,284	10,669	13,070	6,968	48	30,755	80	8,999	39,834
Totals. . . . .	49,979	121,077	214,555	11,235	7,669	354,536	1,444	99,336	455,316



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ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for year ended June 30, 1905.

TOTAL MILEAGE.		Average of Cars per Mile run with train.	AVERAGE MILEAGE.		CONSUMPTION.				CONSUMPTION PER 100 MILES RUN BY ENGINES.			
Cars.	Show Ploughs.		Miles to one hour in steam.	Of Cars to one of Engines.	Tons of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.
167,762	.....	6.31	9.27	4.92	756	2,056	548	626	4,968	6.03	1.60	1.83
160,149	.....	5.93	9.53	4.68	681	2,092	524	638	4,462	6.12	1.53	1.86
155,622	.....	6.05	9.44	4.69	750	1,788	482	557	5,066	5.39	1.45	1.68
160,344	.....	5.96	9.24	4.62	809	1,792	460	640	5,229	5.17	1.32	1.84
160,861	.....	6.13	9.52	4.69	813	1,736	520	646	5,309	5.06	1.51	1.88
158,483	852	5.74	9.70	4.29	909	1,970	500	691	5,518	5.34	1.35	1.87
109,530	10,640	4.94	8.32	3.39	880	1,936	584	631	6,113	6.00	1.81	1.95
27,251	25,672	0.62	8.92	0.55	664	1,220	430	304	2,982	2.44	0.86	0.61
105,408	20,454	2.89	8.67	2.11	916	2,130	544	543	4,106	4.26	1.09	1.09
159,803	1,284	6.21	9.01	4.24	773	1,780	608	557	4,599	4.72	1.61	1.48
189,967	.....	6.82	8.80	4.94	919	1,896	564	673	5,351	4.93	1.46	1.75
200,114	.....	6.51	9.30	5.02	876	1,932	556	621	4,926	4.85	1.39	1.56
1,755,294	58,902	5.06	9.11	3.85	9,746	22,328	6,320	7,127	4,794	4.90	1.39	1.56

S. F. HODGSON,  
Mechanical Accountant.



C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended June 30, 1905.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box Stock.	Platform.	Total.
1904—July. . . . .	37,331	21,872	31,946	54,928	21,685	167,762
August . . . . .	31,984	23,274	31,230	52,323	21,338	160,149
September . . . . .	37,091	24,829	30,112	49,733	13,857	155,622
October. . . . .	29,722	24,156	31,259	59,866	15,341	160,344
November. . . . .	26,515	21,700	29,944	68,453	14,249	160,861
December . . . . .	28,017	22,688	31,037	63,574	13,167	158,483
1905—January. . . . .	20,352	17,261	19,927	43,263	8,727	109,530
February. . . . .	4,166	5,527	10,545	4,977	2,036	27,251
March . . . . .	20,834	16,489	19,233	38,213	10,639	105,408
April . . . . .	23,948	19,191	25,907	83,283	7,474	159,803
May. . . . .	24,864	22,931	33,177	87,515	21,480	189,967
June. . . . .	26,068	21,252	37,307	60,109	55,378	200,114
Totals . . . . .	310,892	241,170	331,624	666,237	205,371	1,755,294
LESS—Ballasting. . . . .			9,731		62,360	72,091
Net mileage . . . . .	310,892	241,170	321,893	666,237	143,011	1,683,203

S. F. HODGSON,  
Mechanical Accountant.



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D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and of the various classes of Cars and other Rolling Stock on July 1, 1904, and on June 30, 1905

	CLASSIFICATION OF CARS.															Snow Ploughs. Flangers. Total.		
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.			
On hand, serviceable, June 30, 1904	26	23	10	6	3	3	3	1	3	220	3	21	20	147	463	9	7	16
Condemned, July 1, 1904.....	1					1	1		1						3			
Total.....	27	23	10	6	3	4	4	1	4	220	3	21	20	147	466	9	7	16
Built during the year on capital account.....			2		1		2			3			2		10	1	2	3
Total.....	27	23	12	6	4	4	6	1	4	223	3	21	22	147	476	10	9	19
Condemned, July 1, 1904.....	1					1	1		1						3			
“ during the year.....				1								2	1	12	16	1		1
Total condemned....	1			1		1	1		1			2	1	12	19	1		1
Less rebuilt.....												2		10	12			
“ purchased and charged to working expenses.....	1																	
To be rebuilt.....				1		1	1		1				1	2	7	1		1
Add serviceable and repairing....	27	23	12	5	4	3	5	1	3	223	3	21	21	145	469	9	9	18
Total.....	27	23	12	6	4	4	6	1	4	223	3	21	22	147	476	10	9	19

S. F. HODGSON,  
Mechanical Accountant.



PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the years ended June 30, 1904 and 1905.

	1904.	1905.
The miles run by trains were. . . . .	310,785	343,301
“ engines were. . . . .	406,007	442,493
“ cars were . . . . .	1,822,737	1,683,203
“ Snow ploughs were. . . . .	36,221	58,902
	\$ cts.	\$ cts.
The cost of Locomotive power was. . . . .	115,474 46	109,541 81
“ repairs to cars was . . . . .	15,434 81	17,635 63
“ “ passenger cars was . . . . .	6,156 88	6,013 08
“ “ smoking and postal cars was. . . . .	1,469 61	1,452 51
“ “ freight cars and vans was . . . . .	7,808 32	10,170 04
“ labour, oils and waste was. . . . .	660 90	666 94
“ repairs to snow ploughs and flangers was. . . . .	1,540 00	1,820 41
The cost of locomotive power per 100 miles run by trains was. . . . .	37 16	31 90
“ “ “ engines was . . . . .	28 44	24 75
“ “ “ cars was . . . . .	6 33	6 51
The cost of repairs to cars per 100 miles run by trains was. . . . .	4 97	5 13
“ “ “ engines was . . . . .	3 80	3 98
“ “ “ cars was . . . . .	0 84	1 05
The cost of labour, oils and waste for packing per 100 miles run by trains was	0 21	0 19
“ “ “ engines . .	0 16	0 15
“ “ “ cars was .	0 03	0 03
The repairs to passenger cars per 100 miles run by trains were . . . . .	1 98	1 36
“ “ postal and smoking cars were. . . . .	0 47	0 32
“ “ freight cars and vans were . . . . .	2 51	2 30

S. F. HODGSON,  
Mechanical Accountant.



## QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,  
MONTREAL, August 26, 1905.

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended June 30, 1905.

This division comprises the Lachine, Soulanges and the Beauharnois canals on the St. Lawrence route; the Ste. Anne's, the Carillon and Grenville canals on the Ottawa river and the St. Ours and the Chambly canals, on the Richelieu river.

Of these, the Lachine canal is by far the most important on account of its immediate connection with the harbour of Montreal.

I am pleased to say that, no serious accident occurred during the last fiscal year, and that navigation was conducted throughout without interruption.

## LACHINE CANAL.

Length,  $8\frac{1}{2}$  miles; 5 locks, 270 x 45 feet; 14 feet of water on sills; total rise, 45 feet.

Old locks, 200 x 45 feet, still available with 9 feet of water on sills.

## REPAIRS AND RENEWALS.

A very large amount of work was performed towards maintaining this canal in good order during the year.

The altered conditions of the St. Lawrence navigation in the last year necessitated numerous alterations in and additions to the original structures here.

The principal items of work done were as follows:—

## LOCKS AND LOCK GATES.

Besides ordinary repairs to all the gates on the various locks, three pairs of old gates were thoroughly overhauled. They are intended for old locks 3, 4 and 5. The upper parts of all the gates as well as the crab winches and opening gear were scraped and painted. Pointing was done at all the locks and various basin walls.

The upper sill and breast wall of lock No. 4 were partly rebuilt and carefully grouted.

## BRIDGES.

The Wellington swing bridge was raised during the winter and its pivot which was broken, was renewed and replaced by a new and much stronger one. No further trouble was experienced.

All the other bridges were scraped, painted and the roadways recovered with oak plank where required.



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## MASONRY AND CONCRETE WORK.

A heavy block of concrete was laid at the upper entrance to new lock No. 1, south side. It is faced with steel plate and a strong cast-iron mooring post was placed in the centre of it. The masonry at this point had proved too light for the large vessels using the lock and had been considerably damaged the year before. The concrete monolith here described will also act as a protection to the lock gates.

The concrete wall built last year along the south side of the regulating weir at Cote St. Paul, was extended some 125 feet to a point near the outlet of the race and an iron railing 145 feet long erected on the coping.

The pier forming the north side of this tail-race which had been considerably undermined by water coming out of the lock, was made safe by underpinning it with concrete.

The masonry at the north-west corner of Wellington basin was reinforced by the building of a block of concrete similar to the one placed at the head of lock No. 1.

## WHARFS.

Extensive repairs were made as follows:—

Market wharf, north side of basin No. 2, new stringers and planking. Wharf at Montreal warehouse, flour basin No. 1, new stringers and planking, resetting coping stones. St. Gabriel, basin No. 1, refilling cribwork, renewing superstructure and plank facing, roadway on top covered with a thick layer of cinders and strong iron mooring posts placed in concrete blocks every 30 feet.

## MOORING POSTS.

Forty-seven large cast iron mooring posts, set in concrete were placed on new blocks Nos. 1, 2, 3, 4 and 5. Every one of the large locks on this canal is now equipped with 16 such heavy posts.

Forty-two heavy cast-iron nigger heads also set in concrete were placed at various points. Both posts and nigger heads are very much appreciated by the vessel men and constitute an effective protection for the canal structures.

A large number of wooden mooring posts along the various reaches were lifted and reset and 25 new ones planted.

## BUILDINGS.

A fire occurred in the canal power house station and sawmill on Mill street last fall. The mill was being used at the time by the Montreal Harbour Commissioners, who paid the cost of repairs out of an insurance policy they had taken on the building and machinery. All the various buildings, lock houses, sheds, stores, &c., were kept in good order throughout the year.

## LIFE PROTECTION LADDERS.

Ladders were placed on the walls of new basin No. 1 and St. Gabriel basin No. 4.

## BOOMS.

New booms were placed at the following points on this canal during the year: North side upper entrance to lock No. 3, 400 feet long and 5 feet wide; north side of canal, upper entrance to lock No. 4, 600 feet long and 5 feet wide; south side of canal, lower entrance to lock No. 5, 200 feet long and 3 feet wide; north side of canal, lower entrance to lock No. 5; north and south side of canal at Canadian Pacific Railway bridge at Lachine, 200 feet by three feet each.



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## ROADWAYS, DRAINS AND FENCES.

All the roadways, drains and fences, on both sides of the canal were kept in good repair during the year. A new fence and sidewalk were built along Cote St. Paul road from the canal to the south side of River St. Pierre, the roadway being widened a few feet at the same time.

## TIMBER BASINS.

The timber basins at Lachine were cleared of all sunken logs last fall. Some large boulders were also removed. This timber is now being disposed of.

## REPAIRS TO VESSELS.

The Quebec canal dredging fleet, with headquarters in Montreal, consists of the following vessels, viz.: Tug *Frank Perew*, tug *Ernest*, steam Dredge No. 2, steam Derrick No. 2, house boat for men, one dump scow, eight flat scows and one coal scow.

Besides keeping these various boats in good repair, the following special works were performed during the year:—

*Tug Frank Perew*.—Putting in a new stern post, replacing water heater by a steel one with copper tubes.

*Steam Dredge No. 2*.—Repairing and strengthening engine frame. Renewing main gear of swinging frame. Bracing crane and renewing bucket teeth.

*Steam Derrick No. 2*.—Overhauling derrick and swinging frame.

*Scows*.—All the scows were carefully overhauled before the opening of navigation.

*House boat*.—This boat was entirely remodelled during the winter. New rooms were provided and a crew of twelve men are now accommodated with comfortable sleeping quarters on board of it. This is most useful at all times, but especially so when the fleet is at work at points some distance from towns. The dredging fleet is under the supervision of Mr. W. O'Brien.

## INCOME.

*Lock gates*.—The necessary gates for the new enlarged locks at Montreal were completed last spring, and two pairs of spare ones also built. Some of those gates are now in position and the others will be placed during the present season.

## REPAIRING OLD LOCKS NOS. 1 AND 2.

The work is practically completed. The contractors, Messrs. Quinlan & Robertson, began removing their plant in the beginning of July, and it is expected that the locks can be opened to traffic during the present season.

The new locks are of the same dimensions as those on the south side, and will prove a great help to the heavy traffic in the lower sections of this canal.

## WIDENING WHARF, BASIN NO. 1.

This work consisted in building a concrete wall with masonry facing, from the coping to a line 12 inches below water parallel with the old south wall of the basin and 24 feet north of it, the space between the two being filled with clay from the excavation and a good macadamized roadway provided, the entire width of both the old wharf and its extension. The end walls were also partly rebuilt and generally repaired.

As the area of old basin No. 1 was materially reduced, it was thought advisable to connect it with new basin No. 1, in order to avoid an excessive lowering of the level after heavy locking. This was obtained by means of a culvert, consisting of two con-



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crete arches 18 feet span each, the top of which is about 4 feet below normal water level in the basins, or under ice line. This culvert will ensure constant equalizing and regulating of the levels in both basins. Isolation of the basins for repairs, &c., is secured by means of stop logs placed across both arches.

This work is fully completed and the final estimate in favour of the contractors, Messrs. Quinlan & Robertson, is in course of preparation.

#### REBUILDING WALL ON SOUTH SIDE OF BASIN NO. 2.

As stated in last year's annual report, this work had been commenced a few years ago and performed by day's labour. It consists of underpinning the old wall to a depth of 9 feet and building a concrete facing 4 feet thick and securely joined to the old work.

At the end of last season there remained to be done about 600 feet of the underpinning as well as the whole of the facing.

This work, which is now completed, was done under contract by Messrs. Quinlan & Robertson.

#### REBUILDING GOVERNMENT DRY DOCK.

The old timber walls, mitre sills and masonry abutments for the lock gates of this dock were completely decayed. They were entirely rebuilt. The timber sides of the lock chamber have been strongly anchored to concrete pillars placed at the back of them, and concrete substituted for masonry in the gate abutments.

The flume used for emptying the dock was also thoroughly overhauled.

The whole of the work which was done under contract by Messrs. Quinlan & Robertson, being completed in the time specified.

#### RAISING ST. GABRIEL NO 1, &C.

The work done under this head consisted in the paving of part of the roadway between sheds Nos. 1 and 2 leading to the shed raised last year, used by the large vessels of the New Ontario Steamship Company, Limited.

The Sicily Asphaltum Company performed the work in a satisfactory manner and completed it within the time specified.

#### UNDERPINNING WALLS, SIDE BASINS OF BASIN NO. 2.

The walls of these basins are of very old standing and some portions are in a poor state of preservation. Underpinning was done at the worst places, the new foundations being carried down to such a depth as will ensure 15 feet of water at normal level in the canal. The whole of these walls will have to be treated in the same manner in the near future. This work is being done by day's labour and can only be performed while the canal is unwatered in the spring of the year.

#### CAPITAL.

##### *Rebuilding Slope Walls.*

New plans were prepared for this work during the year, providing for the building of part of the walls in concrete.

Messrs. Quinlan & Robertson secured the contract and the work was pushed vigorously as soon as the canal was unwatered, a section 1,400 feet in length being fully completed at the end of the fiscal year. It was found that the concrete portion could be built much more rapidly than the dry stone work and at practically the same



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cost. Rapidity being of the utmost importance here, it seems advisable to extend the concrete belt to within a couple of feet below the coping in order to ensure the completion of the work within the time specified.

A couple of short sections on the north side and the whole of the south wall still remain to be done.

## DREDGING BASINS, &amp;c.

This work was continued during the year under the immediate supervision of Mr. Wm. O'Brien, superintendent of the dredging fleet. The total quantity of material excavated was about 22,000 cubic yards.

The want of proper dumping ground is a great drawback here and some means will have to be found of disposing of the dredgings, in the near future.

The works enumerated above were under the supervision of Mr. Henry R. Lordly, engineer in charge.

## ELECTRIC INSTALLATION.

Work on the installation of electric machinery for the operation of lock gates, &c., was continued during the year. Tenders for the finishing of various parts of such machinery were invited, but no contract was awarded, it being thought advisable, before finally adopting the proposed system, to have it practically tested. A set of machines was therefore procured and installation of them on the gates of Cote St. Paul old lock commenced in June. At the end of the fiscal year the work was in progress. As soon as completed the lock will be opened to traffic in the regular way.

## BRIDGE AT ATWATER AVENUE.

This bridge is of the same type as those built at Napoleon street and Cote St. Paul last year, only it is built on the skew, to conform with the alignment of Atwater avenue. Its length is 205 feet and the width between the trusses 32 feet.

The abutments and pivot pier are built of concrete with arches in the mass of the material, to pass the main pipes of the Montreal waterworks. The rest piers consist of a cribwork foundation carried down, as well as other portions of the substructure to 22 feet below water level in the canal and topped with concrete walls, 6 feet in height.

This work was done under contract by Messrs. Rogers & Taylor, and completed on June 30.

The contract for the superstructure had not been awarded at that date.

This bridge will only be opened to traffic after the present season of navigation.

This work was carried out under the supervision of Mr. L. S. Pariseau, engineer in charge.

## SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 x 45 feet, 15 feet of water on sills; total rise, 84 feet.

## REPAIRS AND RENEWALS.

This being a practically new canal the charges under repair appropriation were only slight so far, and there is little to record under that head. The lock gate stoney sluices, however, required considerable attention during the year. Some parts of them, such as rollers, sliding bars, &c., which were originally of cast and wrought iron, are gradually being replaced by steel, the softer material wearing down too fast.



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The moneys voted for repairs here were expended in cleaning ditches, painting lock gates and electric light poles, rebuilding fences, cutting weeds, maintaining roads, bridges, buildings, &c. Some of the slope lining of the banks in the long reach was also relaid, the stone for this work being purchased from Mr. Jas. Quinlan. A considerable length of this lining will still have to be replaced or completed in the near future.

## INCOME.

*Repairs to Embankment.*

Considerable anxiety was again caused last year by the condition of the embankments of regulating basin No. 2. Other portions of them began to slide early after the opening of navigation and the basin was unwatered shortly after, by means of the cofferdam provided the year before and which had only been partly removed.

During the summer a strong clay bank was built at the outside toe of the south embankment and a considerable amount of good clay deposited on the inside of the north embankment. The slopes were afterwards reformed and the top of the banks well rounded.

The south embankment has stood very well since, but the north one is still leaking and slides are again threatening, although the bank is in no immediate danger. Another attempt will be made this summer to effectually secure it.

The banks adjoining Clement's gully also received considerable attention last year.

This gully had been very much obstructed by slides. It was cleaned, the slopes reformed and flat stones deposited both on the bottom and the slopes on a length of 1,200 feet. Some distance above at a point where the fall in the ditch is quite steep, a double row of 24" vitrified clay pipes, 200 feet in length, was laid at the bottom and covered with clay. The extremities of this section consist of heavy blocks of concrete.

## ST. AMOUR'S GULLY.

This gully was considerably improved. Besides widening and deepening it, a couple of feet on its whole length, the lower portion of it was lined on the sides with stone brought up to a height of 4 to 5 feet from the bottom.

The sodding on the slopes was somewhat damaged during the spring floods and some repairing will have to be done to it this season.

## BISSONNETTE'S GULLY.

The work done here last year arose out of claims from farmers, for damage done to their lands owing to the increased quantity of water brought down to this ditch since the construction of the canal.

The gully was made sufficiently wide and deep to meet the changed conditions and five bridges, one on each of the farms and a culvert under the public road were built, concrete being used.

All the farmers interested in the matter gave the government a full release for past, present and prospective damages and have undertaken to maintain the bridges and gully in future.

## CAPITAL.

*Bridge at Power House.*

The old wooden highway bridge over the tail-race of the power house at Coteau du Lac, was replaced last fall, by a steel structure 80 feet span and 16 feet width of roadway.



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The channel at that point is now practically, the same width as the rest of the race, and the strong current which formerly had a tendency to undermine the abutments, has been obliterated.

The municipal authorities of the parish have undertaken to maintain this bridge in future and the government is thus relieved of any further responsibility in connection with it.

## POWER HOUSE.

The electric regulators provided for the turbines of the power house some years ago, never gave satisfaction and have been discarded. They were replaced last winter by two type D. Woodward regulators, which have since acted quite satisfactorily under severe tests. Their effect on the steadiness of the lighting is quite apparent.

## MACHINERY.

Tenders for machine tools for the shops on this canal were invited in June last, but no contracts have been awarded up to July 1 last.

These machines will be purchased and put in operation during the fiscal year 1905-06.

## HEATING AND LIGHTING SHOPS, STORES, &amp;c.

The buildings erected during the fiscal year 1903-04 were completely wired for electric lighting.

This work was done very carefully and in accordance with the rules of the Association of Underwriters.

A hot water heating apparatus was also installed and both this and the lighting system thoroughly tested with satisfactory results.

## BEAUHARNOIS CANAL.

Length,  $11\frac{1}{4}$  miles; 9 locks 200 x 45 feet; 9 feet of water on sills. total rise  $82\frac{1}{2}$  feet.

This canal is only being used by a few market boats and barges. The staff has been reduced to one man at each lock and isolated bridge, and three men in charge of ferries.

## REPAIRS AND RENEWALS.

A large quantity of stone was purchased and broken both by machinery and by hand and part of it used on the roads along the canal and the Hungry bay dyke.

Three of the waste weirs were overhauled last spring and a pair of old lock gates remodelled and stored for further use.

The rebuilding of the north wall in the upper entrance was continued last fall. It is now practically completed, but the south wall has not yet been touched. Its condition will necessitate an entire overhauling at short notice.

Owing to the rebuilding of the waste weir walls at the upper entrance, as described below, this canal could only be opened to navigation on July 3, 1905, instead of May 1.

## INCOME.

*Rebuilding Walls of Waste Weir Race, Valleyfield.*

The old rubble wall on the south side of the head and tail race of the supply weir here was taken down and a strong concrete wall substituted. This wall is started on



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such of the bottom portions of the old one as could be preserved. Its height is about 10 feet and its average width 4' 6" the length being 590 feet.

The ends of the north wall were also rebuilt in cement masonry.

Two highway bridges and the sluice operating bridge were renewed and the iron fence on the south side properly repaired and painted.

The work was done under contract by Messrs. Cossette Freres and satisfactorily completed within the time specified.

The income work both on the Soulanges and Beauharnois canals have been carried out under the supervision of Mr. L. S. Pariseau, engineer in charge.

### CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 x 22½ feet; 6½ feet of water on the sills; total rise, 74 feet.

#### REPAIRS AND RENEWALS.

The main items of work chargeable to repairs done here during the year, irrespective of the maintaining of the canal and structures in good order were as follows:—

A strong substantial vessel 68' x 20' x 5' was built at the shops during the winter. The dredging machinery and derrick of the present dredging boat will be transferred to the new hull during next winter.

An opening some 40 feet wide was provided at the end of the long pier on the north side of the canal entrance at St. Johns, P.Q. This necessitated some dredging and the placing of booms to protect both the pier and vessels. This passage way will accommodate small boats plying between St. Johns and Iberville.

The pivot pier of the bridge at Ste. Therese Island, which consists of a timber platform on piles, had to be considerably repaired last spring, it having been disturbed by frosts. It is the intention to replace the timber structure with concrete shortly.

#### INCOME.

##### *Macadamized Towpath.*

A contract for the supply of the necessary broken stone for this work was awarded to Mr. J. E. Hebert, of St. Johns, and a couple of miles of the road were macadamized during last fall. The stone is provided in two sizes, viz.: 3" and 2". The larger size is being placed on the prepared roadbed, the 2" stone on top of it and the crushings used as blinding material.

#### REBUILDING DENEAU'S CULVERT.

This work was done by day's labour under the joint supervision of Mr. L. S. Pariseau, engineer in charge, and Mr. P. B. Benoit, the canal superintendent.

The culvert is 132 feet long and consists of two concrete tunnels 3½' x 3', the base 12 feet wide being composed of a layer of concrete one foot thick.

The western end or inlet is formed by a well the walls of which are carried up to a height sufficient for the securing of the clay bank above it.

The outlet consists of concrete walls and the waters coming out of the culvert are carried to a ditch by means of an iron pipe 3' 3" in diameter and about 250 feet long, the bottom of which is on a level with the platform of the outlet. This pipe in its turn is covered with clay and broken stone which will permit of any water which cannot find its way through the pipe to reach the ditch.



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## ROAD WEST SIDE OF CANAL.

This road runs parallel with the canal north of the town of St. Johns. A section one mile in length was macadamized during May and June last.

The stone was supplied under contract by Mr. J. E. Hebert, of St. Johns, and the preparing the road-bed, the spreading of the crushed stone and the compacting of it with a 5-ton roller, were done by day's labour.

As soon as the whole length of the road shall have been covered with this material a much heavier roller will be used to further improve it.

## CULVERT AT LITTLE RIVER DES IROQUOIS.

The work was completed during the month of June last.

The culvert is 125 feet long, 10 feet wide and 5 feet high outside. It is formed of two tunnels  $3\frac{1}{2} \times 3'$ , and its top is 11 feet below the natural level of the water in the canal. The wells at each end are rectangular in shape  $14' \times 11'$  outside and provided with a division wall in the centre, so that each tunnel can be used separately.

The structure is entirely built of concrete except a few pieces of timber used as a foundation.

As stated in my last report, the work was completed by the department for the contractor, Mr. W. J. Finn, who found it impossible to carry out his contract. Operation was resumed at the close of navigation last fall and the whole of the concrete work as well as the reforming of the bank and public road, done before the frost set in. Some puddling at the extremities had to be left undone till last spring. This was completed in June, 1905.

Both the bank and the public road at that point have been widened, which is considered a great improvement by boatmen and the travelling public. The building of this culvert permanently removes all causes of damage to lands along Little Iroquois river.

## PROTECTING WALL AT HEAD OF STE. THERESE ISLAND.

A sum of \$2,200 had been appropriated for the repairing and extending of the wall already provided by the government for the protection of the head of this island. Negotiations were opened with the owner of the land with a view to securing a full release for all damage past, present and prospective by handing over to him the sum of \$2,000.

This has been carried out and the government is now relieved of all responsibility in the matter.

## LANDING WHARF AND SHED AT ST. JOHNS.

This wharf and shed will be used by the Singer Manufacturing Company. They are located on the west side of the canal above the guard lock.

The wharf is 181 feet long and 30 feet wide. It consists of cedar piles capped with pitch pine stringers and cross beams and a 3" pine floor. The shed,  $121' \times 20'$  is substantially built and the roof is metal covered.

The work was performed under contract by Mr. Valentin Trahan, and very well done.

The works chargeable to income on this canal were performed under the supervision of Mr. L. S. Pariseau, engineer in charge.

## ST. OURS LOCK.

Length of canal,  $\frac{1}{2}$  mile; one lock,  $200 \times 45$  feet; 7 feet of water on sills; total rise, 5 feet.



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## REPAIRS AND RENEWALS.

The various structures in connection with the lock were kept in good order during the year.

There is nothing to report here under the head of repairs, except the building of a masonry oil and paint store 16' x 12', and the protecting of the lower end of the island on the side of the main channel by the placing on it of 250 cubic yards of field stone.

## INCOME.

*Lock Gates and Stop Logs.*

Two pairs of new gates were built here during the winter. They were placed under cover and will be kept as spares to be used in case of accident.

Twenty stop logs purchased last year were dressed and otherwise prepared for use in an emergency.

## LANDING WHARF.

The old landing wharf above the lock, which consisted of a wooden platform resting on top of wooden posts, was removed during the year and a new structure erected. The position of the latter gives the entrance an additional width of 10 feet and will make the approach to the lock easier.

The new wharf is formed of eight concrete piers resting on piles and placed about 20 feet apart. The spaces between the piers will be spanned by steel beams carrying a plank walk, a continuous iron railing running the whole length of the landing.

Both the beams and railing are built and secured to the piers in such a way as to be removed in the fall and stored out of reach of floating ice in the spring.

*Upper entrance.*—The lower part of this entrance had never been made of the required depth except in the channel in line with the lock. Considerable dredging was done here in the spring and vessels can now meet in the entrance with ease.

The works chargeable to income on this canal were performed under the supervision of Mr. L. S. Pariseau, engineer in charge.

## STE. ANNE'S LOCK.

Length,  $\frac{1}{8}$  mile; one lock 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet.

Old lock still available; 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

The various structures on this lock and its approaches were kept in good repair during the year.

The main items of work were as follows:—

Rebuilding a section of the wing dam above the lock about 160 feet in length; rebuilding a pair of old lock gates, which will be stored for use in case of accident, renewing the platform of the upper gates of the new lock.

## CARILLON AND GRENVILLE CANALS.

*Carillon Canal.*—Length,  $\frac{3}{4}$  mile; two locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

*Grenville Canal.*—Length,  $5\frac{3}{4}$  miles; five locks, 200 x 45 feet; 9 feet of water on sills; total rise,  $43\frac{3}{4}$  feet.



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On February 6 last, Mr. E. H. McCoy, was appointed overseer of these canals to replace Mr. F. M. H. Cushing, who had acted as overseer since the death of Mr. Jas. B. Cushing on October 22, 1903.

Both these canals are under one overseer. They are separated by a stretch of navigable river about five miles long, and between them is to be found the Old Chutes-a-Blondeau lock, which was abandoned at the completion of the dam at the head of the new Carillon canal in 1883, the rise of the old lock having been practically obliterated.

## REPAIRS AND RENEWALS.

Irrespective of the ordinary maintenance of the various structures on these canals, the following works were performed during the fiscal year.

The western end of the guide pier and two detached piers at the head of the Carillon canal were rebuilt from low water line.

A carpenter shop about 125' x 40' was erected at Carillon.

Protecting beams (the invention of Mr. E. A. Manny) to secure lock gates against being thrown down by collision with vessels, were placed on various locks in these canals. A dry stone masonry wall about 250 feet in length was built on the south side of the upper approach to lock No. 6, Grenville canal.

Two dangerous leaks in the south bank of the Grenville canal, one above lock No. 5, the other at lock No. 6, were successfully stopped by means of a deep trench cut longitudinally into the bank down to about one foot below the prism and filled with good rammed puddle.

The tow path above lock No. 6, was widened on a considerable distance.

## INCOME.

*Guide Pier at Upper Entrance to Carillon Canal.*

This work was completed by the contractors, Messrs. O. Martineau Fils & Le-moine, during the last fiscal year. The final estimate was handed you in August, 1904. The concrete work done here has successfully borne the test of two very severe winters.

## SWING BRIDGE AT STONEFIELD.

The old wooden swing bridge across the Grenville canal, at Stonefield, was replaced last year by a steel structure, built and erected by the Phoenix Bridge & Iron Works of Montreal.

The remodelling of the pivot pier and abutments had been done by day labour under the supervision of Mr. Francis J. Lynch, engineer in charge.

The bridge works easily, and is giving satisfaction.

## GRENVILLE WHARF.

A contract for this work was awarded to Messrs. O. Martineau & Fils in August, 1904.

The work consists of the removing of the present timber work down to low water and the rebuilding of the wharf with concrete.

The contractors commenced work in September. For the accommodation of the Ottawa River Navigation Company's boats, landings were first provided on the southwest side of the wharf, the freight shed moved to a convenient position and a cattle pen erected in the vicinity. The tearing down of the old work was then proceeded with so far as the water permitted, and a cement shed erected.



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It was then hoped that some concrete work could be done before winter set in, but the water kept at too high a level all through October to permit getting in the foundations. In the meantime, stone was being received and crushed by a steam crusher for concrete.

Stone crushing was resumed in May, 1905, and continued to the end of June, when a sufficient quantity was on hand.

In March last two clusters of piles, 40 to 45 feet long, were driven on the north-erly side of the steamboat basin north of the wharf. Although the holding ground was not found as good as expected, the piles have satisfactorily sustained some severe tests last spring.

At the opening of navigation considerable trouble was caused by steamboats setting fire to the dry and rotten timber in the wharf. However, no serious damage was done.

*Fishway in Carillon Dam.*—In August, 1904, a survey was made of the Carillon dam, for the purpose of putting a fishway in the structure, but the idea seems to have been abandoned. There is no doubt but such a continuance would improve the fishing above the dam, it being practically impossible for fish to go past this obstacle.

*Carillon Slide.*—In this connection, I beg to report that a recent examination of the timber slide on the Point Fortune side has shown the structure to be rapidly de-caying. I may remark that this slide has not been used once in the last two years and that owing to the disappearance of large timber in the Upper Ottawa valley, its usefulness seems to have ceased.

Should the Department of Public Works see fit to close it permanently, the Department of Railways and Canals will have to continue the superstructure of the dam across the opening and it will then be proper time to place a fish ladder in it. I shall report more fully on this matter shortly.

The works chargeable to income on this canal were carried out under the joint supervision of Mr. Francis J. Lynch and the canal overseer.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

*Supt. Engineer, Quebec Canals.*

QUEBEC CANALS.

STATEMENT of the Opening and Closing of Navigation.

Name of Canals.	Closing.	Opening.
Lachine Canal . . . . .	1st December, 1904	1st May, 1905
Soulanges Canal . . . . .	2nd " 1904	1st " 1905
Beauharnois Canal . . . . .	30th November, 1904	3rd July, 1905
Chambly Canal . . . . .	30th " 1904	1st May 1905
St. Ours Lock . . . . .	30th " 1904	15th April, 1905
Ste. Anne Lock . . . . .	30th " 1904	16th April, 1905
Carillon and Grenville Canals . . . . .	30th " 1904	1st May, 1905



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LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at lower entrance and new Lock No. 5, at upper entrance, during the fiscal year ending June 30, 1905.

MONTHS.	NEW LOCK NO. 1, LOWER SILL.				NEW LOCK NO. 5, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1904.								
July.....	19	8	17	8	18	4	17	2
August.....	17	9	16	11	17	2	16	6
September.....	19	3	17	1	16	11	16	1
October.....	20	7	19	2	17	3	16	5
November.....	19	7	17	7	16	10	15	8
December.....	32	2	15	4	16	10	14	8
1905.								
January.....	29	7	25	4	15	8	14	5
February.....	26	9	24	0	15	5	14	2
March.....	29	4	25	4	17	4	13	8
April.....	34	2	16	2	17	11	16	4
May.....	19	9	16	5	17	10	16	4
June.....	18	3	17	3	17	3	16	10

Mitre sill of old Lock No. 1, 2' 2" above sill of new Lock No. 1.  
Mitre sill on old Lock No. 5, 5' 0" above sill of new lock No. 5.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 4, at upper entrance, during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 6, LOWER SILL.		LOCK NO. 14, UPPER SILL.	
	Highest.		Lowest.	
	Ft.	In.	Ft.	In.
1904.				
July.....	12	6	11	8
August.....	11	6	10	10
September.....	10	10	10	8
October.....	10	10	10	4
November.....	10	6	10	2
December.....	13	6	10	2
1905.				
January.....	18	0	13	0
February.....	24	7	16	0
March.....	19	6	14	11
April.....	15	0	10	10
May.....	12	0	11	0
June.....	12	0	11	4



CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 9, LOWER SILL.		LOCK NO. 1, UPPER SILL.					
	Highest.		Lowest.					
	Ft.	In.	Ft.	In.				
1904.								
July.....	11	1	9	6	8	11	8	2
August.....	9	8	8	9	8	6	7	3
September.....	11	9	8	9	8	3	7	5
October.....	12	10	9	6	9	11	8	0
November.....	11	0	9	8	8	10	8	0
December.....	9	10	8	6	8	1	7	9
1905.								
January.....	9	2	8	3	8	3	7	9
February.....	8	11	8	2	8	2	7	10
March.....	20	2	8	8	10	6	7	10
April.....	19	8	14	1	11	5	10	6
May.....	14	5	12	0	11	3	9	4
June.....	12	0	11	5	9	9	9	1

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours lock during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 1, LOWER SILL.		LOCK NO. 1, UPPER SILL.					
	Highest.		Lowest.					
	Ft.	In.	Ft.	In.				
1904.								
July.....	11	5	9	2	10	0	8	10
August.....	9	3	8	5	9	3	8	3
September.....	10	2	8	2	10	2	8	4
October.....	11	2	9	2	11	2	8	4
November.....	10	2	8	1	9	7	8	8
December.....	9	11	8	2	9	3	8	0
1905.								
January.....	11	8	8	10	8	4	7	9
February.....	10	11	10	1	8	2	8	0
March.....	19	7	9	10	15	6	7	11
April.....	20	2	11	5	15	11	11	6
May.....	13	5	11	2	11	11	10	4
June.....	11	4	10	1	10	4	9	10



## SESSIONAL PAPER No. 20

## STE. ANNE LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne lock,  
during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 1. LOWER SILL.		LOCK NO. 1. UPPER SILL.	
	Highest.		Lowest.	
	Ft.	In.	Ft.	In.
1904.				
July.....	13	3	12	2
August.....	12	2	11	5
September.....	11	10	11	1
October.....	12	0	11	5
November.....	11	9	10	8
December.....	12	2	10	5
1905.				
January.....	11	4	10	6
February.....	11	5	10	8
March.....	12	5	10	1
April.....	13	4	11	4
May.....	13	1	11	4
June.....	12	4	11	9

## CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock Nos. 1  
and 2, during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 1. LOWER SILL.		LOCK NO. 2. UPPER SILL.	
	Highest.		Lowest.	
	Ft.	In.	Ft.	In.
1904.				
July.....	16	0	13	6
August.....	13	6	12	4
September.....	12	9	12	0
October.....	14	3	12	10
November.....	13	5	12	9
December.....	12	10	14	1
1905.				
January.....	12	5	15	10
February.....	13	7	12	8
March.....	14	4	13	6
April.....	15	4	12	9
May.....	17	1	13	9
June.....	16	11	15	9



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GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock Nos. 3 and 7, Grenville canal, for the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 3. LOWER SILL.				LOCK NO. 7. UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1904.								
July. . . . .	20	0	16	2	17	2	13	6
August . . . . .	16	2	14	6	13	7	11	10
September . . . . .	15	7	14	4	12	3	11	5
October. . . . .	17	4	15	9	15	0	12	6
November. . . . .	17	2	14	11	14	8	12	3
December . . . . .	20	3	15	0	12	3	11	3
1905.								
January. . . . .	24	10	17	0	11	3	10	2
February. . . . .	27	6	23	8	10	2	9	10
March . . . . .	27	10	19	6	13	11	9	5
April . . . . .	24	6	16	7	16	5	14	0
May. . . . .	21	5	17	2	18	6	14	6
June. . . . .	19	10	16	9	17	2	14	3

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, lower entrance, and Lock No. 6, at upper entrance, during the fiscal year ending June 30, 1905.

MONTHS.	LOCK NO. 1. LOWER SILL.				LOCK NO. 6. UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1904.								
July. . . . .	19	9	18	8	17	7	17	7
August . . . . .	18	8	18	3	17	7	17	3
September. . . . .	18	5	18	0	17	5	17	1
October. . . . .	18	7	18	3	17	5	17	0
November. . . . .	18	6	17	4	17	2	16	7
December . . . . .	19	0	17	3	16	8	16	5
1905.								
January. . . . .	21	3	17	8	17	0	16	6
February. . . . .	24	9	20	7	17	0	16	6
March . . . . .	24	3	21	8	17	2	16	2
April . . . . .	22	7	17	8	17	8	16	9
May. . . . .	19	3	17	8	17	0	16	9
June . . . . .	18	9	18	6	17	4	16	8



SESSIONAL PAPER No. 20

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Remarks.
1904.			\$ cts.	\$ cts.	
May 2.	Barge <i>Santa Anna</i> .	Capt. D. Salvail.....		23 08	Damages to lower gate of Lock No. 1.
Nov. 7.	Barge <i>Thrush</i> .....	The Canada Atlantic Ry. Co. ....		95 86	Damages to spuds of Derrick No. 2, not yet paid.
		Total.....		118 94	

SOULANGES CANAL.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Remarks.
1904.			\$ cts.	\$ cts.	
July 2.	Str. <i>Turret Chief</i> ...	Montreal and Lake Superior Line.....		20 00	Damages to coping, Guard Gate, Lock No. 5.
Aug. 16.	Str. <i>Turret Court</i> ...	".....		40 00	" "
Aug. 19.	Barge <i>Armond</i> .....	H. Lomer.....	20 00	20 00	Disobedience.
Sept. 16.	Barge <i>Hilda</i> .....	Quebec Route.....		20 00	Damages to coping stone, Lock No. 2.
Sept. 29.	Str. <i>Geo. C. Howe</i> ..	".....		25 00	Damages to coping stone, Lock No. 1.
Oct. 7.	Str. <i>Dalton</i> .....	".....		25 00	Damages to coping stone, Lock No. 2.
		Total.....	20 00	130 00	

CARILLON AND GRENVILLE CANALS.

STATEMENT of Fines and Damages collected during the fiscal year ending June 30, 1905.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Remarks.
1904.			\$ cts.	\$ cts.	
Oct. 6.	Barge <i>G. H. Laboire</i> .....			10 55	Damages to lower gates, Lock No. 1, Carillon Canal.
		Total.....		10 55	



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## ST. LAWRENCE DISTRICT.

Inclosure.

SUPERINTENDING ENGINEER'S OFFICE.

CORNWALL, September 8, 1905.

SIR,—I beg to inclose herewith my annual report on works of construction, St. Lawrence District, for the fiscal year ending June 30, 1905.

I have the honour to be, sir,

Your obedient servant,

L. N. RHEAUME,

*Engineer in Charge.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

## ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,

CORNWALL, July 1, 1905.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence canals, for the year ending June 30, 1905.

## CORNWALL CANAL.

The works of construction performed during the past year on this canal consisted in widening and enlarging the regulation weir at old lock No. 17, and in forming a twelve (12) foot channel between the east end of the revetment wall and the upper entrance of old lock No. 17.

*Regulating weir at old lock No. 17.*—For this work a contract was entered into with Mr. J. J. Fallon on November 10, 1904. It consisted in removing part of the old masonry walls, enlarging the old sluice-ways, forming two additional sluice-ways, building a new service bridge, renewing part of the old foundations, renewing the sheeting of the north wall of the race-way, erecting new fences and pointing part of the old walls.

The contract was completed on June 29 last, and the final estimate was sent in on July 4 last.

*Widening and deepening channel between east end of revetment wall and old lock No. 17.*—For this work a contract was entered into with the W. J. Poupore Co., Limited, on November 7, 1904. It consisted in dredging out a twelve (12) foot channel, which was completed on June 16 last, and a final estimate was returned on the 30th of the same month.



## SESSIONAL PAPER No. 20

## RAPIDE PLAT CANAL.

*Upper entrance.*—The contract for this work was awarded to Mr. P. H. Gilbert, and was commenced April 17, 1901.

The work done during the fiscal year is as follows:—

Dredging operations were completed on July 6, 1904.

The masonry of the stone superstructure of south pier was resumed on June 30, 1904, and had to be discontinued on July 18, owing to the prevailing high water. It was resumed again on October 27 and completed on November 30, 1904. The placing of a pine stringer on top of the cribwork for the pier, placing broken stone at foot of masonry wall, filling and levelling in rear of the masonry superstructure then followed, and the contract was entirely completed on January 14, 1905.

The final estimate for this work was sent in on March 31, 1905. Copies of plans, diagrams and calculations are being prepared.

## GALOPS CANAL.

## IROQUOIS SECTION.

The contract for this work was awarded to Messrs. Larkin & Sangster, and was commenced on May 20, 1897, and was completed in November, 1902.

The last progress estimate represents as nearly as possible the full extent of work done, and was sent in on March 31, 1905.

The final plans, diagrams and detail calculations are now being prepared.

## GALOPS DIVISION.

Dredging prism of old canal from old lock 26, Cardinal, to the eastern end of the 'upper entrance.'

This work was awarded in the beginning of November, 1896, and a contract was entered into with Messrs. Wm. Davis & Sons, on December 14, 1896.

Dredging operations commenced on November 8, 1896, and were discontinued on the 26th day of the same month.

It having been contemplated to proceed with the enlargement of canals, this work was consequently abandoned.

A final estimate for the amount of work done was returned on March 31, 1905.

## CARDINAL SECTION.

For this work a contract was entered into with Messrs. Wm. Davis & Sons on May 10, 1897.

During the past year the work performed is as follows:—

The repairs to the pitched stone facing on slopes of the 'deep cut' rendered necessary by the washing away in places of the underlying earth slopes and which was in progress on July 1, 1904, was completed on August 4, 1904.

The rejoining, where required, of joints in the masonry of the revetment walls throughout the 'deep cut' was completed on August 25, 1904, thus completing the entire work on this contract.

A final estimate was prepared, and with the exception of a balance of a few hundred dollars, was returned on May 31, 1905.

Final plans, diagrams and calculations for this work are in progress.



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## UPPER ENTRANCE.

This contract was awarded to Messrs. Murray & Cleveland on November 14, 1888. The work of construction proceeded with during the past year is as follows:—

*Earth excavation.*—Dredging operations for widening the prism at McLaughlin's Hill, west of the Nine Mile road, were carried on at intervals during the season from July 1, 1904. The excavation is nearly completed, a small area requiring to be cleaned up. West of the Nine Mile road the excavation turned out to be very hard and had to be drilled and blasted, the material to be excavated will be used in forming the earth talus at the 'gut dam.' The grading of a berme and the forming of slopes were completed in September, 1904.

*Rock excavation.*—Excavation in widening the prism at the site of the old guard lock was carried on at intervals during the past season and the widening at this point was completed.

*Sodding.*—The sodding of slopes was carried on during the months of September and October, 1904.

*Protection to slopes.*—The stone protection to inside slopes was continued at intervals during the past season and that around the east side of McLaughlin's Hill at Ward's bay and a short piece at McLaughlin's creek were completed. The slopes below the guard lock, at the end of the cribwork on the north side connecting with Messrs. Wm. Davis & Sons' contract, was also protected with stone.

*Masonry.*—Owing to the prevailing high water during the past season, very little progress was made with this class of work. In December, 1904, when water was sufficiently low, 550 lineal feet of the first course above the footing of masonry was laid over the extension of the cribwork below the lift lock and the footing course was also laid on both sides of the cribwork.

*Concrete walks.*—During the month of November, 1904, the excavation for concrete walks in rear of the guard and lift locks walls was completed, and broken stone was placed in readiness to receive the concrete.

It is expected that this contract will be completed this season.

## NORTH CHANNEL.

The contract for this work was awarded to Mr. M. A. Cleveland and was commenced on May 14, 1897.

The work of construction performed during the past year is as follows:—

*Earth excavation.*—The dredge *Stewart* was employed at intervals in excavating crib seats for the 'gut dam' and for crib seats at lower end of stone protection to channel and in prism at head of Spencer's island, when not employed at upper entrance of Galops canal, was laid up for the winter season on December 9, 1904. During the winter season new and more powerful engines were installed in the dredge, thereby increasing materially her capacity for excavation. She resumed operations on May 4, 1905, digging crib seats at head of Spencer's island and working on outer shoal south side of channel above Drummond's island to June 30, 1905.

*Superstructure of cribwork.*—Owing to the prevailing high water, this work was only proceeded with during months of October and November, 1904. When stage of water permitted, the work of placing footing course to masonry superstructure on top of cribwork, above Spencer's island was continued up to December 9, 1904. It was



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resumed on June 8, 1905, and completed to the west end at lighthouse crib, on June 15, 1905. East of the angle the work of placing the first course of masonry was resumed and continued up to June 30, 1905, when some 1,700 lineal feet of this work was completed.

*Protection wall.*—The work of replacing curb stone, and paving in front of same was carried on at intervals, when stage of water permitted, during the season of 1904, and completed on June 30, 1905.

*Cribwork.*—In August, 1904, a group of three cribs on either side of the channel at the lower end of stone protection to slopes, were sunk in place and ballasted. From September to November, 1904, carpenters were employed at intervals in building cribs to be placed at the head of Spencer's island for protection to the bank. Thirty-two cribs 30' x 20' were built up 10 courses high and moored in the bay above the ship yard.

It is expected that this work will nearly all be completed by the end of the present fiscal year.

## 'GUT DAM.'

As originally designed the crest of the dam was to be built only to the height of the level of ordinary water, viz.:—

Nine feet of the sill of old lock No. 27, but, with the consent of the United States authorities, a change was made so that the crest of the dam be raised ( $2\frac{1}{2}$ ) two and one-half feet above ordinary water. This change was rendered necessary in order to make the currents on the Galops rapid constant at the different stages of the water, thereby placing vessels using that channel at a better advantage.

During the past year the work of construction is as follows:—

*Excavation.*—The dredging of seats for cribs was resumed on July 16 and completed on July 19, 1904.

Four anchor cribs were also dredged out.

*Cribwork.*—The placing of cribs for the core of the dam was resumed on August 6, and completed on August 11, 1904, thirty-seven cribs in all having been placed to date and ballasted to required level on August 16, 1904.

*Talus.*—The placing of the rock talus at both ends of the dam was completed on August 22, 1904. The top of the rock dump forming part of the rock talus on the lower side of the dam was taken down to the level of the finished top of the talus, the material obtained being placed between the dump and the cribwork.

*Superstructure.*—The temporary courses on top of the cribs were removed and a permanent superstructure of British Columbia pine was placed and completed on June 20, 1905.

The indurated clay talus has been nearly completed. The effect of the dam materially improved the direction of the current through the Galops rapids, such as was previously contemplated.

The remaining part of the work to be done on the dam will be completed before the close of the season.

## GALOPS RAPID IMPROVEMENT.

This work has been under contract with the Gilbert Bros., Engineering Company, Limited, since September 15, 1897.

During the past season the work performed is as follows:—



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*Island shoal dredging.*—The work of lowering the grade on Island shoal, within the 200 feet channel, was continued until November 15, 1904, when the dredge had to be placed under repairs. Up to this date, 87 per cent of the area of this shoal had been dredged.

This work was resumed on May 8, 1905, and discontinued on June 8, when the dredge was moved to the vicinity of the obstruction discovered in the nine-foot channel, now in use by boats through the rapids.

On June 30 there only remained 4 per cent of the area of this shoal to be dredged, and the 'bank' accumulated ahead of the dredge to be removed.

Though the total area of this shoal was but 101,600 square feet, the dredge covered a total area of 58,700 square feet, making in all an area of 201,500 square feet, covered by the dredge during the operations on this shoal. This was due, in part, to its being necessary to allow the bank ahead of the dredge to extend northward in order to protect the drill boat working in the pitch on lower bar.

*Obstruction in 9-foot channel.*—The dredge was taken from Island shoal on June 8, 1905, to sweep the 9-foot channel in the vicinity of an obstruction or shoal where boats drawing 8 feet of water had reported striking when the gauge showed 10 feet in this channel.

The shoal was systematically swept to a point well eastward of where boats reported striking and from south to north until such shallow water was found that it was impracticable to work the dredge any longer. The sweeping revealed a ledge of rock in situ over which there is, in places, only 9 feet of water.

Several attempts to place a buoy proved unsuccessful. The velocity of the current at this point is  $10\frac{1}{2}$  miles per hour.

Ranges were erected on the canal bank for the guidance of vessels.

*Lower bar.*—Drilling and blasting operations, north of existing channel through lower bar, which were commenced on June 11, 1904, were continued throughout the season, the work closing down for the season on December 3, 1904. This work was resumed on June 1, 1905, and completed on June 29, 1905.

It was first contemplated that this part of the channel be widened to the extent of 300 feet in width, but, owing to the amount of money available, we are now restricted to a width of 248 feet. Consequently on November 22, 1904, all the work 148 feet north of the centre line was abandoned.

Some soundings taken below the drilled area on lower bar extension, show that no deposit has accumulated.

The area containing the high places on 'Kennedy Rock,' which was drilled and blasted in November, 1901, was swept by the dredge on June 28 and 29, 1905, and the required depth of water found.

A high area on north shoal, between the 9 and 14 foot channels, was removed on June 29 and 30, 1905.

#### RIVER REACHES.

The contemplated improvement of the river channel west of the upper entrance of the Cornwall canal was accomplished during the past season.

A contract was entered into with the W. J. Poupore Co., Limited, in October, 1904, and signed on November 26, 1904, for the removal of five shoals, above lock 21 of the Cornwall canal, viz.:—

Wagner's island shoal.

Dawson's point.

Archibald's point.

Markell's point.

Maxwell's point.



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The dredging operations for this work were commenced on October 18, 1904, and closed down for the winter season on December 10, 1904, resumed on April 17, 1905, and completed on June 15, 1905.

The removal of these shoals to a depth of  $17\frac{1}{2}$  feet of water, has materially improved the channel. It has changed the direction of the current, instead of flowing in the direction of the Long Sault, it has taken a direct course towards the entrance of the canal,\*which is a great benefit to navigation.

On Maxwell's shoal where a very strong current existed, a more uniform and moderate current has been obtained.

The material improvement having been realized, it was decided to do away with the removal of the whole of Wagner's island shoal, which turned out to be solid rock, the projecting point of it 56 feet in width only, was removed, thereby saving an extra outlay of about \$15,000.

There is now a clear width of channel of over 400 feet outside of this shoal for vessels to navigate through.

Immediately after the completion of this work, buoys marking the new channel were placed by the Department of Marine and Fisheries, and the new channel was at once brought into use.

The final estimate for this work was returned on June 30, 1905, and plans, diagrams and calculations are nearing completion.

I have the honour to be, sir,

Your obedient servant,

L. N. RHEAUME,

*Engineer in Charge.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

## ST. LAWRENCE CANALS.

## OFFICE OF THE SUPERINTENDENT OF OPERATION.

CORNWALL, Ont., June 30, 1905.

SIR,—I have the honour to submit herewith the annual report on the operation and maintenance of the St. Lawrence canals for the year ending June 30, 1905.

## THE CORNWALL CANAL.

The Cornwall canal was closed to navigation on December 10, 1904, and opened again on May 1, 1905; and was operated during the season without serious accident, and without interruption.

The heavy slide in the high north bank, west of lock 21, was filled up, and the back ditch deepened so as to reach into the stratum of a hard-pan found there. This deepening of the ditch has made it able to carry off all the surface water so successfully that there was no slide of the high bank, as there has been every year previously since it was built.

Ditches were also completed across canal lands just south Mille Roches bridge, and along the south side, west of the guard gates, a distance of over 2,000 feet, in all.

The towpath from lock 20 to the Cornwall bridge was repaired. It is a difficult matter to keep this part of the south bank in anything like good shape as it is used



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for a public road by the whole community. Unless the practise can be stopped it will be advisable to make a towpath fit for carrying heavy loads in wagons.

The usual repairs were made to the rip-rap all the way along the canal; and a very fine piece of work, with a heavier face stone than has been customary, was put in along the south bank from Cornwall bridge to weir at lock 17, a distance of about 1,900 feet. The trench for the toe was excavated, and the stone laid, up to the water level, during the time that the water was out of the canal in the spring.\* Afterwards the remaining height was brought up, for nearly the full distance. It will be finished in the course of a couple of weeks.

The floor of the bridge across the weir at Mille Roches was relaid, using 2-inch pine plank for a bottom course, topped with 2-inch oak planking laid crossways.

Many of the telephone poles had become so rotten that repairs were greatly needed. This work was started by renewing the pole line from the Cornwall bridge to half way between locks 15 and 17, where a cable was run across to the canal office. Work on this renewing of the pole line is continuing.

Owners of side wheel steamers have been complaining for a long time that the walls of the locks are not high enough to prevent their vessels from riding over the masonry and damaging their paddles. To seek a remedy for this condition of affairs, at a small cost, trial 'buffer' posts were put in at the upper end of locks 15 and 18. Those at lock 18 worked admirably, and similar posts will be placed all along, where required by the lowness of the lock walls.

In order to get a driveway to the new workshops a pontoon was built of old gate timber, and it serves the purpose very well, when laid across old lock 17.

Electrically-driven winches for hauling vessels through the locks were installed during the year, and as they required a covering, the watch houses at the different locks were made suitable for this purpose, without destroying their usefulness as a shelter for the lockmen; and moved to the proper position. The winter gave time for the building of only three, so that one remains to be built yet.

During the winter there was also built a house-boat for the use of the repair staff. They are now comfortably housed.

All the usual painting and cleaning was done along the whole line of canal.

Contracts were entered into during the year as follows:—No. 15,408, with Mr. M. P. Davis, to instal electrically-driven winches for hauling vessels through the locks. Somewhat extensive experiments were made, under Mr. Davis, before any particular design was adopted and what was considered best, used. But the main object of their use is the greater safety of canal structures, they necessarily make a lockage slower in time than when a vessel enters and leaves the lock under her own power. This delay has caused considerable complaint on the part of the vessel owners and masters. As the lockmen and vesselmens are becoming more familiar with its working they are more reconciled to its use and are making better use of it, and so the purpose intended is better served.

The canal is now equipped on all its locks, bridges and weirs, except the Mille Roches weir, with electrically-driven operating machinery.

No. 15,675, with Messrs. Driscoll & Fitzpatrick, for the erection of an office building. The work was energetically pushed to completion, and the building has been occupied since the first of March of this year.

No. 15,591, with Mr. J. C. Johnstone, for the erection of a workshop.

No. 15,607, with Smart-Turner Machine Co., for a travelling crane.

No. 15,800, with the Railway Spring and Supply Co., for the necessary machinery to equip the shops. These contracts have all been completed, and the canal staff are not at work setting up the machines.

It is intended that the shop work for all the canals of this district shall be done here, and that with an increase of only one man to the staff, so that a considerable saving in cost of work should result.



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No. 15,600, with Messrs, W. H. C. Mussen & Co., for a stone crushing and handling and concrete mixing and handling plant, erected on a scow supplied by the department. This contract has also been completed and the department is in possession of one of the most complete plants in Canada. Its use will enable the repair staff to put in concrete work for about one-quarter of the former cost for labour.

## THE WILLIAMSBURG CANALS.

These were closed December 10, 1904, and reopened May 1, 1905.

They were operated during the season without interruption to navigation.

The banks were kept trim and neat by having the weeds and grass cut.

Extensive painting to all the lock and bridge structures and dwelling houses was carried on at Cardinal, Iroquois and Farran's Point.

One dwelling house at Cardinal and three at Iroquois were repaired, and are now occupied by lockmen, who no longer receive the house-rent allowance. All these were old houses, so that repairing them entailed considerable work.

There now remains to be repaired only one house, at Cardinal, of the lot that came into possession of the government in connection with the work of enlargement of the Galops canal.

A lumber shed was built at the canal yard at Morrisburg, and the walls of a cement oil-house. When these are finished it will complete all the buildings required for the Williamsburg canals.

The wire fence along the canal side of the north bank of the Galops canal was completed.

The approaches to the swing bridge at Cardinal were repaired by filling in between the rails with oak plank, and outside of them with gravel, and a flooring was put on the bridge across the back ditch near the Iroquois wharf.

The leak in the south bank of the Galops canal, just west of the lock wing at Iroquois, developed into rather considerable proportions this spring and a length of about 20 feet of the bank had to be dug out for its full width and re-made. The work appears yet as if it would prove a satisfactory job.

Another very serious leak appeared in this same bank and only a very few feet east of the one just referred to. It developed, however, that this was from the town water-service pipe. When the pipe was uncovered it showed improper caulking. Work at this point is still in progress; but it is feared that similar faulty work may exist at other points on this pipe line, and as it comes under the lock it may be a very serious matter.

With the object of providing the water-power supply formerly given the municipality of Iroquois, a flume leading to their power-house was built, as part of the construction of the canal, at the north side of the weir. In January of this year the soft bottom of this flume gave way and the water found its way out under the north retaining wall and around the side of the power-house into the tail-race. The water was shut off and a concrete bottom put in the flume.

At the lower end of the Galops canal the back ditches are necessarily rather deep and the earth sides had to be retained and protected by stone work. These stone walls have been too light and too steep, and have fallen away for a distance of several hundred feet. The worst spot, for a distance of about 160 feet, was replaced by a heavier wall of larger stone laid with a greater batter, and finished on top with a railing of gas pipe.

Considerable trimming was done to a portion of the south bank of the old canal at the village of Cardinal, and a large number of trees planted.

The following contracts were entered into during the year:—

No. 15,709, with Mr. John O'Leary, to repair the leak in the south bank of the Galops canal at the junction of the Iroquois and Cardinal sections. Work was not begun until this season, but is now progressing at a satisfactory rate.



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No. 15,768, with the John Inglis Engine Co., for a steel gate lifter. Considerable delay was caused by their inability to obtain delivery of the steel plate in time. It was expected that the work would be completed by May 1; but it will be the middle of August before the gate lifter will be ready.

No. 15,536, with the Acetylene Construction Co., for lighting the Farran's Point canal by acetylene was completed and the plant is working satisfactorily. It is of the non-automatic generating system, consisting of a generator with a capacity of 200 pounds per hour, whence the gas passes through a water scrubber filter and fire-screen into the storage tank; from there through a fire-screen, filter, dryer and metre into the mains.

The old disused lockman's house was converted into a gas house, by taking off the roof and raising the sides to a sufficient height to contain the gas holder of 2,000 cubic feet capacity. This holder is 16 feet diameter by 10 feet in height and is held within a water tank built of concrete, having a water seal of three inches on the side and one foot on top. A pipe line extends full length of the canal and along each side of the locks to the points of all the piers. It is of lapwelded iron pipe, with lead pipe for all the sub-aqueous work. Drip pots and expansion joints are situated at suitable distances throughout its length.

Iron lamp posts are placed at about 160 feet apart and have 2  $\frac{3}{4}$ -foot burners in each, with lamp bases, globes and canopies of a special design.

The light is well distributed at a proper height; and altogether the plant is considered by experts to be a model one. The contractors deserve special credit for the intelligent and painstaking manner in which they did their work.

#### THE MURRAY CANAL

This was closed December 8, 1904, and opened to navigation on April 18, 1905.

During the season navigation was uninterrupted.

The banks were cleaned of weeds, all slides filled and the ditches cleaned several times. A better grade was given the ditches, and cross drains of tile leading into the canal were put in at more frequent intervals.

The wooden parts of the bridge piers have now all been rebuilt. This year one end of the railway bridge, and both ends of the Smithfield bridge were finished. They should now be good for several years, as this is the first work that has been done on them since they were originally built.

The dry wing walls at the ends of the abutments on the south side of the Trenton and Brighton bridges was taken up and relaid.

One pier at the north-east end of the canal was rebuilt from about two feet below low water mark, with concrete.

The fencing of the canal which was done by contract, was completed, and is a piece of work very creditable to the contractor.

Appended are statements of fines and damages and water levels.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,

*Superintendent of Operation.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.



## SESSIONAL PAPER No. 20

STATEMENT of Fines and Damages in connection with the St. Lawrence Canals during  
the year ended June 30, 1905.

## CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1904.		\$ cts.	\$ cts.		
15	July 15...	Kate .....	26 65	.....	G. Lomer Co. ....	Paid.
19	Aug. 15...	Ostergotland .....	15 00	.....	Gt. Lakes and St. Lawrence..	"
21	" 18...	Corsican .....	25 00	.....	R. & O. Co. ....	"
21	" 29...	John Sharples .....	5 00	20 00	Gt. Lakes and St. Lawrence..	"
	1905.					
20	May 9...	Advance .....		10 00	Montreal Transportation Co..	"
19	" 10...	A. D. Davidson.....		10 00	Gt. Lakes and St. Lawrence..	"

## WILLIAMSBURG CANALS.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1904.		\$ cts.	\$ cts.		
24	July 2...	S. N. Parent .....	175 00	.....	Gt. Lakes and St. Lawrence..	Paid.
27	Aug. 12...	Imperial.....	70 00	.....	S. Oil Co. ....	"
	" 16...	Avon.....	250 00	30 00	Ogd. Coal and Tow.....	"
28	" 25...	Menominee.....	10 00	.....	" .....	"
27	" 25...	Cuba.....	20 00	.....	Merchants Line .....	"
28	" 29...	J. Sharples .....	130 00	.....	St. Lawrence and Gt. Lakes..	"
28	Sept. 6...	Cardinal .....	10 00	.....	Ed'g Starch Co. ....	"
	" 17...	Avon.....		50 00	Ogd. Coal and Tow.....	"
	1905.					
28	May 23...	J. Lambert.....	60 00	.....	Gt. Lakes and St. Lawrence..	"



RECORD OF HIGHEST AND LOWEST LEVELS OF THE WATER ON THE ST. LAWRENCE CANALS FOR THE YEAR ENDING JUNE 30, 1905.

MONTH.	CORNWALL CANAL.						WILLIAMSBURG CANALS.						MURRAY CANAL.					
	Lock 15.			Lock 21.			Lock 22.			Lock 23.			Lock 24.			Lock 25.		
	High- est.	In.	Low- est.	High- est.	In.	Low- est.	High- est.	In.	Low- est.	High- est.	In.	Low- est.	High- est.	In.	Low- est.	High- est.	In.	Low- est.
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1904.																		
July.....	16	9	16	5	17	11	19	9	19	6	19	7	19	0	19	3	18	7
August.....	16	7	16	3	18	0	19	5	18	9	19	6	18	9	19	3	18	5
September.....	16	7	16	0	17	5	19	1	18	5	19	2	18	2	18	5	17	6
October.....	16	4	15	9	17	4	18	9	17	5	18	9	17	1	18	6	17	2
November.....	16	0	15	2	16	9	18	7	17	3	18	4	17	3	18	0	16	5
December.....	26	6	15	0	16	3	17	9	16	1	18	1	17	5	17	2	13	1
1905.																		
January.....	24	5	19	7	15	7	20	7	15	8	21	9	16	5	14	0	19	0
February.....	22	0	20	0	15	6	19	9	17	4	28	0	20	1	16	2	16	2
March.....	22	6	20	7	15	6	18	9	17	3	25	0	18	2	16	3	16	3
April.....	25	0	15	2	16	8	19	0	17	0	19	2	17	3	15	5	20	6
May.....	15	8	15	4	16	7	18	2	17	5	17	9	17	3	16	5	20	4
June.....	16	1	15	5	17	0	18	8	17	8	18	5	17	9	16	8	21	2



## SESSIONAL PAPER No. 20

## HARBOUR IMPROVEMENTS.

PORT COLBORNE, Ont.

August 3, 1905

SIR,—I have the honour to submit my annual report on the progress of the works for the improvement of the Port Colborne entrance, Welland canal, for the year ended June 30, 1905.

The contractors for this work are Messrs. Hogan and MacDonell. The condition of the works at date may be described as follows:—North of the lighthouse on the end of the west pier, the work of improving the entrance channel and canal basin are well advanced towards completion. About 90 per cent of the rock excavation along the west pier is drilled and blasted and 50 per cent of it dredged. In the canal basin the excavation is finished except cleaning up the bottom, and the docking along the sides is completed except about 400 lineal feet of concrete superstructure on top of the cribs. South of the lighthouse on the end of the west pier, the deepening of the approach from the lake to the canal is 22 feet, which necessitates the removal of about 220,000 cubic yards of material, is progressing satisfactorily. The material removed is chiefly rock, of which 70 per cent has been dredged, 60 per cent of the balance is drilled and blasted. The cribwork and concrete superstructure forming the two elevator docks are completed, with the exception of an opening 65 feet long, temporarily left open in dock No. 1 to admit scow loads of filling entering. There are yet about 30,000 cubic yards of filling to deposit in dock No. 1. On completion of the elevator foundations in dock No. 2, about 44,000 cubic yards of filling will be required to finish the dock.

The total value of work done and materials delivered up to June 30, 1905, is \$955,589.19.

## ELEVATOR FOUNDATIONS.

The contract for the construction of the foundations for a 2,000,000 bushel grain elevator was let to Messrs. Larkin & Sangster, May 13, 1905. The elevator is located on dock No. 2 and work on the foundations is now in progress. The ground plan of the building is 170 feet by 212 feet. In addition to the side walls of the dock, the foundation consists of 192 concrete piers resting on the solid rock bottom. At date, 40 piers have been built.

## NEW DOCKING ALONG WEST PIER.

In my last annual report, I alluded to the necessity of rebuilding the present west pier, which is in an advanced stage of decay. Since then, plans for executing the work to a depth of 22 feet at low water were prepared and tenders invited for the work, and last June Mr. M. J. Hogan was notified that he had been awarded the work.

The work is now in progress. Over half a million feet b.m. of 12" x 12" timber for cribwork has been delivered, and the contractor has a small well organized force of carpenters building cribs, several of which have been launched.

I have the honour to be, sir,

Your obedient servant,

ALEX. J. GRANT,

*Engineer in Charge.*

M. J. BUTLER, Esq.,  
Chief Engineer, Railways and Canals,  
Ottawa, Ont.



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## WELLAND CANAL.

SUPERINTENDING ENGINEER'S OFFICE.

ST. CATHARINES, Ont., August 2, 1905.

SIR,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending June 30, 1905.

The canal was closed December 17, 1904, and opened for navigation April 24, 1905.

Two serious accidents occurred during the year: On October 7, 1904, the steamer *Hiawatha*, bound up, carried away the upper gates of lock No. 1, causing a delay to navigation of 21 hours. The damage was repaired at a cost of \$1,023.56, which was paid by the steamer.

On May 17, 1905, the steamer *Cuba*, bound up, carried away three gates in lock No. 21, causing a delay to navigation of 24 hours. The rush of water caused the other levels to overflow, injuring the banks somewhat and also doing serious damage to the Grand Trunk Railway tracks in the tunnel under the canal, through which the water found an outlet. The steamer deposited with the canal collector \$4,500 in cash, which was the estimated cost of the damage.

The various improvements designed to facilitate navigation through the canal have been carried on satisfactorily during the year.

Messrs. Magann & Phinn, under contract for deepening portions of the summit level between Port Colborne and Thorold, have almost completed their contract.

Messrs. Weddell, Battle & Manley, under contract to deepening the rock cut between Humberstone and Ramey's Bend, have completed their contract.

It is very satisfactory to me to be able to report that both these contracts, which had to be carried on without interfering with navigation, have been completed without a single complaint having been made by any vessel.

During the year four of the old centre pier bridges have been replaced with modern structures, giving a clear channel 100 feet in width.

At Allanburg the new bridge takes the place of the two bridges formerly in use, one across the new canal and one across the old canal.

At Marlatt's crossing the old bridge has been replaced by one of our standard long span bridges.

The substructures of both these bridges were built under contract by Mr. Joseph Battle, and the superstructures by the Dominion Bridge Company.

The old Grand Trunk Railway bridge across the canal between locks 24 and 25 has been replaced by an imposing structure of long span built by the Canadian Bridge Company at Walkerville, the substructure having been built during the winter by Mr. Joseph Battle. This bridge is now operated by electricity and is a great improvement over the old structure, which was a menace to navigation.

Messrs. Rowan & Elliott, under contract, built the substructure of the Niagara street bridge during the winter, and the superstructure was built and erected by the Hamilton Bridge Works Company.

The water was drawn off the new canal between Thorold and Port Dalhousie during the winter, and Mr. Joseph Battle, under contract, renewed the foundation of locks 12, 15 and 16. The entire timber floor, including the mitre sills, of these locks was removed on account of having been undermined, as mentioned in my last report, and a solid concrete floor put in its place. The work was carried on with energy and completed in time for the opening of navigation.

Drawing the water off the new canal caused serious injury to the banks and considerable damage was done to them last winter, the rip-rap protection and a portion of the clay bank sliding into the canal. Instead of repairing these slides in the usual



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way, I have been putting in a cheap form of pile protection, which I consider will stop any future sliding and will keep the face of the banks firm in their proper position. Some short stretches put in experimentally last year were very satisfactory.

During the spring the floor and breast wall at the head of lock No. 1 were lowered by the canal staff and a portion of the foot of lock No. 2 flooring was also lowered, thus allowing of 14-foot navigation without the use of the dividing wall between the new and old canals.

Satisfactory progress has been made in changing the valves and hanging gear on the new canal lock gates.

Progress on the installation of an electric light and power plant on the canal has been very slow, but the work is now advancing rapidly and the canal should be lighted from Port Dalhousie to Thorold some time in August.

A distribution station has been built above lock No. 24, at Thorold. This building is made of concrete, with a steel roof. It was built by the canal staff, the roof being supplied by the Hamilton Bridge Works Company.

## OLD CANAL.

The water was not drawn off the canal last spring, a fact much appreciated by the power users along the canal.

A new supply weir has been built at Allanburg, under contract, by Mr. Thomas Riley, which will keep up the supply at periods of low water and will enable the old weir to be unwatered for repairs.

## GENERAL.

The water in Lakes Erie and Ontario has kept well above normal during most of the year and vessels have had no trouble on account of low water.

The following employees have been superannuated during the year: C. B. Hare and Richard Higgins.

Ed. McLaughlin, a superannuated employee, died on December 13, 1904.

Attached is a statement of moneys collected for damages caused to canal property by different vessels, also a statement showing the highest and lowest record depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,

*Superintending Engineer.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,  
Ottawa, Ont.



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WELLAND CANAL.

STATEMENT of Damages to Welland Canal property during the fiscal year ending June 30, 1905, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount. Paid.	Date Paid.	Where Paid.
1904.		\$ cts.	\$ cts.	1904.	
July 24...	Steamer <i>Neepawah</i> .....	667 68	667 68	July 25...	Port Dalhousie.
" 26...	" <i>Meriden</i> .....	189 28	189 28	Nov. 12...	"
Oct. 9...	" <i>Hiawatha</i> .....	1,023 56	1,023 56	July 26...	"
" 18...	" <i>H. G. Dalton</i> .....	19 88	19 88	Oct. 9...	"
				Nov. 9...	"
1905.				1905.	
May 17...	" <i>Cuba</i> .....		2,000 00	May 22...	Port Colborne.
			2,500 00	" 19...	St. Catharines.
June 1...	Steam Barge <i>Bayview</i> .....	25 00	25 00	June 1...	Port Dalhousie.

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the lower mitre sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending June 30, 1905.

MONTHS.	LOWER SILL.				MONTHS.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.
1904.					1905.				
July. . . . .	18	1	17	9	January . . . . .	15	11	14	11
August . . . . .	17	9	17	5	February . . . . .	15	7	14	1
September . . . . .	17	6	16	10	March. . . . .	15	3	14	11
October. . . . .	17	0	15	11	April. . . . .	16	0	14	2
November. . . . .	16	8	15	10	May. . . . .	16	4	16	0
December. . . . .	16	0	15	6	June . . . . .	16	11	16	2

STATEMENT showing the highest and lowest depths of water on the upper mitre sill, Lock No. 27, New Welland Canal, Port Dalhousie, for the fiscal year ending June 30, 1905.

MONTHS.	UPPER SILL.				MONTHS.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.
1904.					1905.				
July. . . . .	16	2	15	4	January . . . . .	14	11	13	0
August . . . . .	17	4	14	11	February . . . . .	14	1	12	11
September . . . . .	16	1	14	9	March. . . . .	14	0	12	9
October. . . . .	16	0	14	5	April. . . . .	14	11	13	4
November. . . . .	15	9	14	0	May. . . . .	15	4	14	2
December. . . . .	17	7	13	4	June . . . . .	15	8	14	11



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## ENGINEER'S OFFICE.

SAULT STE. MARIE, July 31, 1905.

SIR,—I beg leave to submit my annual report upon the improvements in progress of construction to the entrances of the Sault Ste. Marie canal.

## EXTENSION TO THE SOUTH PIER.

A contract for building an extension to the south pier at the upper entrance was entered into November 25, 1904, with Messrs. O'Boyle Bros. The contract embraces the construction of a substructure of cribwork to extreme low water mark, and a concrete rear and front wall with a stone core, to the same level as the old pier in existence, or seven feet nine inches above extreme low water, as determined at the time of the construction of the canal. The length of the new extension is to be 800 feet and the width 24 feet on top. The work of construction on this contract was started upon the opening of navigation, when the first shipment of timber was received. Up to the present date good progress has been made, the contractor having five cribs in place filled with stone, two cribs framed and ready for sinking; making in all 575 feet of cribwork. Upon an examination of the existing condition of the bottom of the river at the western extremity of the proposed extension, it was decided that it would be necessary to dredge out the soft material met with to a depth of 6 feet below the required depth of the channel and to provide a foundation for the cribwork by filling in with stone. The dredging was performed by the contractor for dredging and an agreement was entered into with Messrs. O'Boyle Bros. to provide stone filling, which work has been performed.

## DREDGING UPPER ENTRANCE.

The contract for the most westerly section of this work was let to Messrs. John Hickler and Henry Hickler, November 17, 1903, and was completed and accepted October 28, 1904.

The contract embraced the removing of six shoals containing 44,255 cubic yards and the removal of all boulders to a depth of 21 feet 5 inches below the extreme low water mark and lying within the limits laid down for the deepening and widening of the channel way.

A contract for a section of the work from the east end of the entrance piers extending westerly one and one-tenth miles, was let to Mr. C. I. Boone May 3, 1905, and embraces the deepening and widening in the vicinity of the entrance piers, the deepening between the piers, the deepening and widening of the shoals close to the canal beacon and the removal of all boulders to a depth of 21 feet 5 inches below extreme low water mark lying within the limits laid down for the deepening and widening of the channel way. Work was started on this contract November 11, 1904, and was closed down for the winter on December 6, 1904. Work was resumed April 13, 1905. The progress of the work has been slow owing to the hard material met with and to the delay of the contractor in getting sufficient plant engaged necessary to complete the work in the time specified.

The completion of this work at an early date is most essential, as from its location it obstructs navigation more than at any other part of the channel, and during its progress will show a decrease in tonnage passing through the locks. The temporary reduction in the width of the channel way makes it dangerous for the larger boats to use it.



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## EXTENSION TO SOUTH PIER—LOWER ENTRANCE.

A contract for building an extension to the south pier at the lower entrance was entered into February 22, 1904, with William Birmingham. The contract embraces the construction of a substructure of cribwork 800 feet in length and 25 feet in width to within six inches of extreme low water mark, and a concrete rear and front wall with stone core to the elevation of the coping at the lower level of the lock.

During the season of 1904 the cribwork was framed, put in place and filled with stone. The floor for the concrete superstructure was partly put down and completed early in the spring of 1905. Work on the concrete superstructure was started May 17, 1905, and was continuous until completed, July 28, 1905. The proportion of concrete wall under water was much increased owing to the exceptional high water during the past two seasons. The remaining work to be done to complete the contract consists of filling in with stone between the concrete walls and putting in the broken stone and gravel top dressing. Some finishing work is also required to the rear concrete wall. It is expected this work will be completed by the end of August. Owing to the late opening of navigation and the difficulty of getting a shipment of timber, caused also by the shipmasters' strike, the contractor was delayed in getting the substructure of cribwork completed in time to enable him to proceed with the concrete superstructure during the season of 1904. It was also considered much to the advantage of the work to provide for any settlement that might occur during the winter months, as the contractor was unwilling to start the concrete on account of being unable to complete it before the frost set in. From these causes the contractor was unable to complete his contract in the specified time. Upon an application he secured an extension to August 31, 1905, which will permit of ample time to complete the work.

An agreement was entered into with the contractor to provide a rock bank protection at the rear of the cribwork, which work has been satisfactorily performed.

## IMPROVEMENTS AT THE UPPER ENTRANCE.

In the improvement work outlined for the channeling at the upper entrance, the middle section, which runs through the Vidal shoal remains to be let. On the completion of this work a channel way 500 feet in width, with a depth at extreme low water mark of 21 feet 5 inches, will have been secured. This will provide safer and better facilities for the ever increasing traffic of the canal.

The extension of the south entrance pier now in course of construction will secure additional accommodation for boats delayed by fogs and storm during the season, besides it forms a protection from the existing cross-current which has in the past been the means of grounding several boats on the bank. The reconstruction of the superstructure of the old piers with concrete similar to the plan adopted in the new extension would be permanent and greatly improve the appearance of the entrances. The present piers are constantly requiring repairs and in a few years will have to be rebuilt.

## IMPROVEMENTS AT THE LOWER ENTRANCE.

With the completion of the deepening and widening of the channel way in 1902 at the lower entrance a width of channel 315 feet with a depth of 21 feet 5 inches below low water at the time of the construction of the lock was secured. This width of the channel could be materially increased at a small cost, and would provide a safer and better channel way, by dredging out the elbow or curve from the end of the new pier extension to deep water to a line parallel with the centre ranges now in use. The material excavated from this source being dumped behind the new pier extension would provide additional protection to the structure. With the completion of the



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extension to the south pier better accommodation will be provided for boats waiting for lockage and in remaining in port during fogs and storms.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

*Engineer in Charge.*

M. J. BUTLER, Esq.,

Chief Engineer and Deputy Minister,  
Ottawa.

## SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,

July 31, 1905.

SIR,—I submit herewith the annual report on the operation and maintenance of this canal for the fiscal year ending June 30, 1905.

The canal was not closed for the season until December 26 (owing to the non-return of the tugs out searching for two lighthouse keepers from Caribou island) having been in operation 241 days, and was reopened for traffic on April 10, being twenty days earlier than in the previous season.

During the fiscal year just closed there were made 3,659 lockages passing through 4,786 registered craft and 274 unregistered vessels and scows, with a total tonnage of 5,878,459 tons, with an average time of 16:583 minutes to each lockage; of this total tonnage 1,753,146 tons was of Canadian vessels, being an increase in this class of tonnage of 335,079 tons.

The extension of the south entrance pier at the lower end of the canal is about completed and when finally done will add greatly to the appearance and general utility of the canal, and the superstructure of the remaining part of that pier should be replaced with concrete so as to harmonize with the new work.

In the early part of the season this spring the tonnage increased very rapidly, but the dredge working in the upper channel soon narrowed down the channel way available for boats and the tonnage fell away very quickly. A couple of vessels struck the bank thrown up by the dredge and did considerable damage to themselves and so helped to make the channel a bad name. The work in the first part of the season was not pushed as fast as it should have been, thus retarding the completion of the work. The extension of the south pier at the upper entrance is being pushed along and the amount now done shows that when completed it will have the desired effect of in a great part of cutting off the strong cross current that now sets across the channel for which purpose the pier is being built.

The daily exchange of vessel reports with the American canal has been carried on as in former years, thus keeping intact the immense volume of the Lake Superior traffic.

We are, as in former years much indebted to Mr. Joseph Ripley, general superintendent of the American canal, for many courtesies shown to us.



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The following table gives the traffic passing through the two canals at this point during the season of navigation for the years mentioned.

Year	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of Carrying per mile. Ton.	Estimated Value of Freight carried.	Percentage of Freight carried in Canadian Vessels.	Number of Passengers.
1855.....	193	106,296	14,503	.....	.....	.....	4,270
1860.....	916	403,657	153,721	.....	.....	.....	9,230
1865.....	997	409,062	181,638	.....	.....	.....	19,777
1870.....	1,828	690,826	539,883	.....	.....	.....	17,153
1875.....	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880.....	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885.....	5,380	3,035,987	3,256,628	.....	.....	.....	36,147
1890.....	10,557	8,454,435	9,041,213.	1.3	102,214,948	3.5	24,856
1891.....	10,191	8,400,685	8,888,759	1.35	128,178,208	4.0	26,190
1892.....	12,580	10,647,203	11,214,333	1.31	135,117,267	3.8	25,896
1893.....	12,008	8,949,754	10,796,572	1.1	145,436,957	4.1	18,869
1894.....	14,491	13,110,366	13,195,860	.99	143,114,503	3.5	27,236
1895.....	17,956	16,806,781	15,062,580	1.14	159,575,129	3.75	31,656
1896.....	18,615	17,249,418	16,239,071	1.	195,146,842	3.	37,066
1897.....	17,171	17,619,933	18,982,755	.83	218,235,927	3.	40,213
1898.....	17,761	18,622,764	21,234,634	.79	233,069,739	2.2	43,426
1899.....	20,255	21,958,347	25,255,810	1.5	281,364,750	3.1	49,082
1900.....	19,452	22,315,834	25,643,073	1.18	267,011,959	3.	58,555
1901.....	20,041	24,626,976	28,403,065	.99	289,906,865	4.4	59,663
1902.....	22,659	31,955,582	35,961,146	.89	358,306,300	4.	59,377
1903.....	18,596	27,736,444	34,674,437	.92	349,405,014	6.	55,175
1904.....	16,120	24,364,138	31,546,106	.81	334,502,686	6.	37,695

During the season of 1904 the traffic through this canal was 16 per cent of the freight carried and 43 per cent of the passengers, being 5,028,190 tons of freight and 16,089 passengers, compared with the season of 1903 there was a decrease of 473,995 tons, or 9 per cent, a decrease of 15,930 passengers, or about 50 per cent.

The necessity of a small building for the use of the lockmen is more and more apparent. The appropriation for the erection of one not being large enough to cover the cost as tendered for, was allowed to lapse.

The small harbour crew kept on hand at general work have been engaged in level-ling up the ground when not otherwise employed, and their work is now beginning to show and a small annual grant should be made for that purpose so that the grounds could be got into shape so as to be fitted up in comparison with those on the American canal, which are a delight to the eye and not a mass of rough rock and grounds as ours now are.

The buildings have been kept in thorough repair and well painted.

The efficiency of the machinery has been maintained.

Cement sidewalks along at least the sides of the lock, if not elsewhere, should be built so as to add to the beauty of the grounds.

Owing to the piers being used in a great measure by several contractors at work on the channels, no repair work has been done on them so far this season.

No damage has been done to the gates or piers by vessels using the canal.

I have the honour to be, sir,

Your obedient servant,

J. C. BOYD,

*Superintendent.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.



## SESSIONAL PAPER No. 20

PETERBORO', August 29, 1905.

SIR,—In compliance with your instructions dated July, 1905, to report on the work of construction on the Trent canal, for the fiscal year ending June 30, 1905, I beg to report as follows:—

The only work of construction at present under way is the completion of section No. 3, and the extra work in connection with section No. 2, Simcoe-Balsam lake division, ordered to be done namely the construction of a road and bridge along the fourth concession of Eldon and the construction of the steel work of the hydraulic lock at Kirkfield.

*Section No. 3, Simcoe-Balsam Lake.*—The contract for this section was awarded to Messrs. Brown & Aylmer on September 6, 1900. The work on this contract consists of constructing five concrete locks, three dams, three swing bridges, the necessary excavation, dredging, protection lining, culverts, &c. The work is well advanced. All the concrete work with the exception of the closures in the No. 1, 2 and 3 dams and a few other small jobs is completed. There is yet considerable excavation, both dry and dredging, to be done, also a considerable length of protection lining to lay, but by the end of this season or the middle of next season all the work should be completed.

*Section No. 2, Simcoe-Balsam Lake.*—All the work on this section is completed with the exception of the extra work in connection with the raising of a road along the fourth concession of the township of Eldon. The concrete of the high level bridge is completed and the work of raising the road is well advanced and will be completed this season.

*Steel Work, Hydraulic Lock.*—The contract for the steel work in connection with the construction of the hydraulic lock, on section No. 2, north of Kirkfield, was awarded to the Dominion Bridge Company, of Montreal, on February 15, 1905. The work on this contract is proceeding favourably. The ram and press sections have been cast and the structural work is well under way. The contractors have part of the erection plant on the ground and erected. Judging from the energy shown in the prosecution of this work it will be completed in the time specified in the contract.

I have the honour to be, sir,

Your obedient servant,

RICHARD B. ROGERS, *M. Inst. C.E.*,

*Superintending Engineer.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

SUPERINTENDENT'S OFFICE,

PETERBORO', August 28, 1905.

SIR,—I have the honour to submit herewith my report on the maintenance and operation of the Trent canal from May 2, 1905, to the closing of the fiscal year ending June 30, 1905, which period was the portion of the year when the above duties were under my charge.



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Navigation opened on April 28, 1905. The depth of water maintained at the various levels since the opening of navigation was excellent, no trouble or delay on account of low water for navigation having occurred anywhere and the lumbermen, although bringing out larger drives than usual, have passed through in much shorter time, and the different power plants on the rivers have in no way made any complaints, but on the contrary have expressed their greatest satisfaction.

On account of the holding back of the water in the reservoir lakes, the spring freshet this year has not done nearly as much damage as usual at the part of the canal below Peterboro'. At one of these lakes (Stony lake) where there are numerous island cottages, the owners have complained of their small temporary wharfs being partly submerged on this account, but the cost to which they have been put has been merely trifling and this slight cost will make these wharfs suitable for all future use. Hence all the requirements of an industrial nature have been more than satisfactorily served by the holding back of the water and in this way making our lakes into reservoirs.

Further, if the Dominion government had control of the many back lakes now controlled by the Ontario government and which feed into the Trent canal and used them also as reservoirs, it seems clear that there would be ample water for all purposes of navigation, lumbering and power along the canal when completed.

The following repairs were made:—

#### PETERBORO'.

The lowering of the lock sills at Peterboro' lock below Little lake has been completed. Two dump scows were also completed this spring and are now in use. The dredge *Trent* was thoroughly overhauled. The lift lock chambers inside and under water were thoroughly scraped and painted afresh. There was a bad leak in the east bank of the reach above this lock which we repaired at a very considerable cost.

Between Peterboro' and Lakefield all the dams and locks were thoroughly overhauled and repaired.

#### LAKEFIELD.

At the lock at Lakefield we put the lock gates in order and also had to replank the timber sluices in the dam.

#### YOUNG'S POINT.

The entrance to Young's Point lock on the north side was dredged so as to give eight feet of water and also we dredged below this lock in Katchewannooka lake.

#### BURLEIGH.

At Burleigh we repaired the lock gates which also entailed very considerable expenditure.

#### LOVESICK.

At Lovesick we repaired the platform of the entrance pier on the northeast side and also put new stop-logs in the dam.

#### BUCKHORN.

At Buckhorn we replaced with oak the timber of the lock gates at the cast-iron quoin casings. At the dam we also rebuilt a sluice pier which was broken and carried away by the ice in the spring.



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## OPERATIONS OF THE CANAL.

The lift lock at Peterboro' has worked perfectly satisfactorily, never having caused the slightest delay. The average time of lockages is nine minutes. The average number of lockages per day for this season is seven.

The lock at Peterboro' below the town has given the steamboat men very great satisfaction since the sills were lowered.

It is very gratifying to be able to say that along the whole line of the canal the operation and care have given perfect satisfaction to all this year, and thus the employees of the department are leaving no room for any complaints of negligence or delay whatever.

I have the honour to be, sir,

Your obedient servant.

J. H. McCLELLAN.

*Superintendent.*

M. J. BUTLER, Esq.,  
Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.

## RIDEAU CANAL.

## SUPERINTENDING ENGINEER'S OFFICE.

OTTAWA, July 1, 1905.

SIR,—I have the honour to submit herewith, my annual report on the Rideau canal under my charge, for the fiscal year ending June 30, 1905.

Navigation closed at Ottawa November 26, 1904.

Navigation closed at Kingston Mills November 24, 1904.

Navigation opened at Ottawa May 1, 1905.

Navigation opened at Kingston Mills May 1, 1905.

The depth of water maintained in the various levels throughout the entire length of the canal, during the entire season of navigation, was excellent, notwithstanding the break in the retaining dam at Poonamalie in April, 1904—the said damage being temporarily repaired, so that plenty of water was retained in Rideau lake to supply navigation for the whole season.

The spring freshet this year was, I am glad to say, unusually mild, no damage to speak of having been done to the canal works.

The principal works and repairs executed along the line of the canal are as follows:—

## OTTAWA.

Two pairs of lock gates were put in, and five new sluice frames. The upper masonry sill of lock No. 1 was repaired and grouted. Five pairs of lock gates were painted, and the lock masonry generally was pointed and grouted. Some new plank were laid in the basin wharfs, and the road round the basin was repaired and macadamized where required.

## STEWARTON BRIDGE.

The east approach, which was built on trestle bents, having become unsafe from age, was taken down last winter, and a solid embankment faced with cedar timber



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substituted therefor. The swing span was raised, as the pivot pier had settled, and adjusted, and small repairs made to the bridge-keeper's house.

#### BANK STREET BRIDGE.

The kitchen of the bridge-keeper's house was taken down and rebuilt, as it had become rotten from age. The floor of the swing bridge was renewed with 3-inch plank, and small repairs made to the road.

#### CONCESSION STREET BRIDGE.

A frame cottage was erected for the bridge-tender at this new bridge, which was completed last year.

#### HARTWELL'S LOCKS.

The small wooden bridge across the waste water channel is about worn out, and will be rebuilt at once; the new bridge is framed and ready to be erected in the course of a few days. Sundry small repairs were made to the tow-path road, and to the station generally.

#### HOGSBACK LOCKS.

The lower wing wall of the lower lock on the west side, was taken down and rebuilt by our masons last winter; and several hollow quoin stones were put in on the east side. Some gravel was placed on the tow-path road and the swing bridge approaches. A large body of clay slid out of the reverse slope of the cut last spring; but this slide, which was caused by erosion from the river below during the freshet, will be filled up this summer and a protection of stone built down to the river-bed.

#### BLACK RAPIDS' LOCK.

Some small repairs were made to the masonry of the lock; but both the upper wing walls of the lock are in bad condition, and will both be taken down and rebuilt with new stone next winter. The long dam is showing signs of age, and will be partially rebuilt and strengthened next winter. Sundry small repairs were made to the station generally.

#### LONG ISLAND LOCKS.

One new pair of lock gates were put in here. The aprons in front of the bulkhead were unwatered last winter, and rebuilt and replanked, with the result that the leakage at that point has been materially lessened. The piers below the bulkhead will be rebuilt this summer, the timber for the same being now on the ground. Sundry small repairs were made to the station in general.

#### WELLINGTON BRIDGE.

A new swing span was framed and erected here by our own carpenters. The whole floor of the fixed portion of the bridge requires to be renewed, and the plank is now on the ground, and will be laid in the course of a few days.

#### MANOTICK BRIDGE.

The pivot of the swing bridge was raised and adjusted.

#### BECKETT'S LANDING BRIDGE.

The swing span was raised, and small repairs made to the piers and to the railing of the bridge.



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## BURRITT'S RAPIDS LOCK.

Sundry small repairs were made to the swing bars of the upper gates; and some gravel placed on the dam and embankments. The retaining dam is getting old, and will be partially rebuilt next winter.

## NICHOLSON'S LOCKS.

Small repairs were made to the lock masonry. The washout in the roadway leading to the county bridges across the river was repaired, and sundry small repairs were made to the station in general.

## CLOWES' LOCK.

Both piers on the south side of the lock were taken down and rebuilt by our own masons; and the chamber walls were grouted with Portland cement. About 40 feet of the stone retaining dam were rebuilt and other portions of it were repaired. A new pair of upper gates were put in, and draw bars for opening the same were substituted for the old swing bars. Sundry small repairs were also made to the station in general.

## MERRICKVILLE.

Both the abutments of the 'Snye' bridge were repaired and pointed and grouted, and a wall of the same description of masonry was built to the western end of the north abutment to meet the wall built by the corporation of the village to prevent further damage at this point from the spring freshets and ice. The south chamber wall of the basin lock, and the upper north wing wall and both recess walls in the lower lock were grouted with Portland cement. The north waste weir was repaired, and two new pairs of sluice frames put in.

## KILMARNOCK LOCK.

The old wooden swing bridge across the lock was taken down, and a new one framed and erected in its place. Repairs were made to the timber piers of the bulkhead bridge, and also to the flooring; and sundry small repairs to the station in general.

## EDMONDS' LOCK.

The old stone lockhouse was taken down on account of the back wall partially collapsing; and a small frame cottage was erected for the lockmaster in its stead. Both the upper wing walls of the lock are in bad shape and will be rebuilt next winter, part of the stone for the work being on the ground. The stone piers of the waste weir also require to be taken down and rebuilt, arrangements for doing which next winter, are being made. Sundry small repairs were made to the station in general.

## OLD SLY'S LOCKS.

Sundry small repairs were made to the station in general.

## SMITH'S FALLS COMBINED LOCKS.

The heel and toe rest piers of the swing bridge across the upper lock, which were built of timber, and had become rotten, were taken down and replaced with masonry piers, the work being done by our own masons. The old wooden bridge below the basin leading to Jason island was taken down and a fine steel structure of two spans on stone piers erected in its place. The piers were built by our own masons, and the



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superstructure was erected under contract by the Dominion Bridge Company of Montreal. One new pair of lock gates was put in and two pairs of new sluice frames; and sundry small repairs to the station in general.

## SMITH'S FALLS DETACHED LOCK.

A coffer dam was put in above the lock last winter, and both the upper wing walls taken down as far as the gate piers, and rebuilt. The gate recesses and manholes were grouted with Portland cement. The upper gates were taken out and a new pair put in their place. Sundry small repairs were made to the station in general.

## POONAMALIE LOCK.

A new concrete retaining dam was built at this station to replace the old dam that was wrecked last year. This work was done under contract with Mr. John O'Leary, of Ottawa, the department furnishing the cement. Sundry other small repairs were made to the station in general.

## BEVERIDGE'S LOCKS.

Repairs were made last winter to the retaining dam and bulkhead, and sundry small repairs to the station in general.

## PERTH BASIN.

Small repairs were made to the bridges and planking of the wharfs.

## BOB'S LAKE DAM.

This dam, which holds up a reservoir of water for the Tay branch of the Rideau canal, was rebuilt last winter, the old dam being used as a coffer dam to unwater the site of the new dam.

## THE 'NARROWS' LOCK.

Some stone and gravel was placed on the long dam, and sundry small repairs made to the station in general.

## NEWBORO' LOCK.

Sundry small repairs made to the station in general.

## CHAFFEY'S LOCK.

The swing bridge across the lock was raised. Some new stop-logs were framed, and repairs made to swing bars of lock gates, and sundry small repairs to the station in general.

## DAVIS' LOCK.

The waste weir was entirely rebuilt last winter by our own carpenters, and sundry small repairs made to the station in general.

## JONES' FALLS LOCKS.

Two new pairs of lock gates were put in here. Stone was delivered for the rebuilding of the small basin dam; but the work will not be done until next winter.



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Some gravel was furnished for the lock walks. A large sink hole at the foot of the lower lock was filled up at the request of the residents to the department. Sundry other small repairs were made to the station in general, and small repairs made to the lock masonry.

## BREWER'S UPPER MILLS LOCKS.

Sundry small repairs were made to the station in general.

## BREWER'S LOWER MILLS LOCKS.

Sundry small repairs were made to the station in general. The north side of the lock is showing signs of weakness; large plates of cement being washed out through the openings at the bottom of the lock; as well as considerable bulging of the chambered wall. I am making arrangements to take down this side of the lock next winter, and rebuild it.

## KINGSTON MILLS LOCKS.

Five new sets of sluices and frames were put in here. Some stone was placed on the embankments, and sundry small repairs made to the masonry and lock gates.

## GENERAL.

The pointing and grouting of the lock masonry, and the painting of the lock gates, bridges and other wooden structures, were done as usual this spring by our own lockmen.

The annual supply of cement, amounting this year to 3,000 barrels, was purchased under contract with Messrs. McNally & Co., of Montreal. The dimension timber (Douglas fir) for lock gates, &c., was purchased by contract with the Ottawa Lumber Company, quantity 85,316 feet b.m. The annual supply of white lead was furnished under contract with Messrs. Clark & Lewis, of Smith's Falls, the amount supplied being 4,375 pounds.

## DREDGING PLANT.

The dredge *Rideau* was employed the whole of last season in deepening the cut between upper and lower Brewer's Mills lock stations, and she is now working well on the way to the former lock. Her hull and boiler and machinery are in excellent order. Some small repairs were made last spring when fitting out, to her boom and braces supporting the same.

The tug *Shanly* was employed during the whole of last season, in attending to the dredge, delivering stores with her scow, buoying out the channel, and on inspection work.

Last winter her deck-house was removed and her boiler taken out and sent to the shops for repairs; some thin spots in the plate being cut out and patched.

The boat is very old now, having been running for sixteen seasons without being rebuilt, and neither her hull nor her boiler can last much longer.

I attach hereto, a table showing respectively, the highest and lowest water during each month at Ottawa and Kingston Mills lock stations during the past season of navigation.

I have the honour to be, sir,

Your obedient servant,

ARTHUR T. PHILLIPS, M.C.S. C.E.,

*Superintending Engineer.*

M. J. BUTLER, Esq.,

Chief Engineer Canals.



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RIDEAU CANAL.

TABLE showing monthly, the highest and lowest water on the lower mitre sills of Locks Nos. 1 and 47, at Ottawa and Kingston Mills lock stations, respectively, from July 1, 1904, to June 30, 1905.

OTTAWA, LOCK No. 1.					KINGSTON MILLS, LOCK No. 47.						
Highest.		Lowest.			Highest.		Lowest.				
	Ft.	In.		Ft.	In.		Ft.	In.		Ft.	In.
July 1.....	16	6	July 31.....	11	1	July 1-20.....	10	0	July 21-31.....	9	11
August 1-2....	11	0	Aug. 31.....	8	9	Aug. 1-6.....	9	11	Aug. 25-31....	9	8
Sept. 30.....	9	3	Sept. 23-24....	7	11	Sept. 1-11....	9	8	Sept. 20-30....	9	6
Oct. 25-27....	12	3	Oct. 1.....	9	5	Oct. 1-3.....	9	6	Oct. 28-31....	8	11
Nov. 1-6.....	12	0	Nov. 30.....	9	7	Nov. 1-3.....	8	10	Nov. 28-30....	8	0
Dec. 1-2.....	8	6	Dec. 21-31....	8	0	Dec. 1.....	8	0	Dec. 30-31....	6	9
Jan. 5-8.....	8	2	Jan. 14-31....	8	0	Jan. 4-31....	6	10	Jan. 1-3.....	6	9
Feb. 1-5.....	8	0	Feb. 23-28....	7	9	Feb. 1-7.....	6	9	Feb. 25-28....	6	5
Mar. 31.....	10	5	Mar. 11-19....	7	6	Mar. 30-31....	7	10	Mar. 1.....	6	7
April 4.....	15	1	April 1.....	11	4	April 27-30....	8	3	April 1-14....	7	10
May 23-24....	17	8	May 1.....	11	7	May 1-14.....	8	3	May 26-30....	8	5
June 1.....	15	9	June 30.....	11	10	June 1-3.....	8	5	June 28-30....	9	2

RIDEAU CANAL OFFICE,  
OTTAWA, July 1, 1905.

ARTHUR T. PHILLIPS,  
*Superintending Engineer.*

DEPARTMENT OF RAILWAYS AND CANALS.

CANALS REVENUE BRANCH,  
CANAL OFFICE, ST. PETERS, C.B., June 30, 1905.

SIR,—I have the honour to submit my annual report on work and operation on St. Peters canal, under my charge, during the fiscal year ending June 30, 1905.

Item 1.—Painting swing bridge, two coats white lead and trimming iron work with black paint, placing a new spruce flooring on same, putting in a new hardwood turn-table and placing four new knees at bottom of tower to replace old ones that were in a state of decay, renewing the ballast flooring on west end of bridge and placing two stringers under same.

Item 2.—Completed the repairs to the warehouse flooring, by raising same with jack screws and putting in new flooring.

Item 3.—Had the necessary repairs done to lockhouse roof and painted with two coats white lead, and had a new fence built around that portion of ground surrounding the lockhouse and barn and completed the necessary ditching and draining on south side of government property, a distance of 200 yards.

Item 4.—Had the old fence taken down leading from warehouse south entrance of canal to north entrance, a distance of one-half mile and had same rebuilt in good order.

Item 5.—Painted lock gates with two coats white lead and had all the iron rails, valves, drums, &c., painted with black paint and two coats of red paint on all winches and placed four new lock chains.

Item 6.—Completed the dredging at north entrance canal, west side, so that at present there are no obstructions for steamers and vessels either hauling in or out of canal on that side, also began the dredging at south entrance, but when about half through the dredge broke her main shaft and this work had to be abandoned for at least this season, however, there was sufficient earth removed to make it very much more convenient for steamers and vessels to haul out from wharf.



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Item 7.—Part of the tow-path at place where dredge was working at north entrance was undermined, causing some fifty feet of earth and stone to fall through, I had this work completed and it is now in good condition.

The traffic on St. Peters Canal is up to the general standard, with a slight increase in tonnage and volume of trade. During the season of navigation beginning May 2, 1904, up to December 23, 1904, 1,652 steamers and vessels passed up and down the canal. Navigation opened this year on May 1, 1905. The St. Peters canal has one lock and four pairs lock gates, the operating and repairs of canal is in very good condition.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER, Esq.,

J. H. DEVEREAUX,

Deputy Minister and Chief Engineer,

Department of Railways and Canals,

Ottawa, Ont.

OTTAWA, September 11, 1905.

SIR,—I have the honour to report to you upon the progress made during the fiscal year ended June 30, 1905, with the surveys, under my charge, of the various routes of the Trent canal.

In August, 1904, I was instructed to survey a route for the Trent canal from Rice lake to Port Hope, on Lake Ontario, and from Lake Couchiching to the Georgian bay, via the North river, and also via the Severn river.

At a later period I received instructions to survey two additional routes from Rice lake to Lake Ontario, having outlets on the latter lake at Cobourg and Trenton, respectively, also to make surveys of the east and west branches of the Holland river, and of the Black river from Lake Simcoe to Sutton, Ontario, with the object of ascertaining the feasibility and cost of improving the navigation of those streams.

My staff in the field was to consist of four surveying parties, each composed of a transitman, leveller and rodman, with the requisite number of chainmen, axemen, &c. The transitmen, in addition to the duties devolving on such position, were also to act as heads of the respective parties, and for this service Mr. Law, Mr. Hetherington—subsequently succeeded by Mr. Kerr—Mr. Patterson and Mr. Stevens were appointed, the former two taking the field in the latter part of August, and the two latter about the middle of October, 1904.

RICE LAKE TO PORT HOPE SECTION.

The instrumental survey for this route has been completed and, in connection therewith, about 40 miles of line has been run and carefully cross sectioned; Port Hope harbour surveyed and sounded, and soundings were also taken in Rice lake from the mouth of the Otonabee river to Bewdley, the nearest point on the lake to Port Hope.

A number of test borings were made in the deep cuttings.

RICE LAKE TO COBOURG SECTION.

The survey of this route was commenced on December 12, 1904.

Four trial lines, aggregating about 22 miles in distance, have been run and levels taken from Rice lake across the summit of the ridge towards Lake Ontario, and about 8 miles of this route has been cross-sectioned, and soundings taken across Rice lake from the mouth of the Otonabee river.

The work on this section was suspended on March 3, 1905, and the party which had been engaged thereon was sent to make a traverse and contour survey of Rice lake.

RICE LAKE SURVEY.

A traverse and contour survey of Rice lake and the islands in this lake was commenced on March 4, 1905, and 58.33 miles of this work has been completed.



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This particular survey was deemed essential in view of the possibility of raising the level of the waters of Rice lake, &c.

## LAKE COUCHICHING TO GEORGIAN BAY.

*Via North River.*

A survey has been made from a point on Lake Couchiching, about 3 miles north of Orillia, via Silver creek, and North river to Matchedash bay to Georgian bay, and two alternative lines from Silver creek to the mouth of North river, and via Cold-water, respectively, have been run. Soundings were taken in Matchedash bay for a distance of  $4\frac{19}{100}$  miles to a point opposite the mouth of the Severn river.

The survey of this section has been completed, the total number of miles run levelled, cross-sectioned, and sounded in part, amounts to  $60\frac{34}{100}$  miles.

## SEVERN RIVER ROUTE.

This survey was commenced from the terminus of the North river line in Matchedash bay, about 3 miles from the mouth of the Severn river, and 19 miles was completed, soundings taken, shore lines traversed, position of islands established, &c.

## RICE LAKE TO TRENTON.

A route for the canal has been surveyed on the east side of the Trent river from Trenton to about a mile above Frankford, also a route on the west side of the river between the same points, and a traverse of the river made.

The survey has been continued to and for some miles above Chisholm's rapids, and a traverse and contour survey of 'Bradley's bay' and of a large adjoining swamp is proceeding.

During the past winter soundings were taken as follows, viz.: Trenton harbour, from Gilmour's dam to Nigger island in Bay of Quinté; from Nigger island to the Murray canal; and in Rice lake from the mouth of the Otonabee river to Hastings. The total number of miles run in connection with this section was 121 miles.

## HOLLAND RIVER SURVEY.

*East Branch.*

The survey of the east branch of the Holland river from Cook's bay, Lake Simcoe, to Holland Landing, Newmarket, and Aurora has been completed. This included soundings, subaqueous borings, gauging of tributary streams, all available water supply from Lakes Wilcox, Bond, Ferguson and Ball, proposed outlet ditches, sites for storage reservoirs, &c.

In carrying out this work about 100 miles of line was staked out, of which levels were taken over  $55\frac{25}{100}$  miles  $49\frac{86}{100}$  miles, cross-sectioned, and 17 miles of river sounded.

*West Branch.*

The survey of the west branch of the Holland river was commenced at the junction of the two branches, and a line  $15\frac{21}{100}$  miles in length was run towards Schomberg over which soundings were taken.

I desire to say, in conclusion, that excellent progress is being made with the surveys, the field work of which I hope to have completed during the approaching autumn.

I have the honour to be, sir,

Your obedient servant,

E. J. WALSH, M.C.S. C.E.,

*Engineer in Charge.*

M. J. BUTLER, Esq.,

Deputy Minister and Chief Engineer,  
Department of Railways and Canals,  
Ottawa, Ont.



PART III

RAILWAY SUBSIDIES







No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of Subsidy granted for same Railways.

Number.	Name of Railway.	No. of miles built up to June 30, 1905.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1905.		Subsidy paid to June 30, 1905.		Subsidy paid to September 30, 1905.	
				\$	cts.	\$	cts.	\$	cts.
1	Albert Southern.....	16	16	50,460	00	50,460	00	50,460	00
2	†Atlantic and Lake Superior.....	30	30	165,734	00	146,490	84	146,490	84
3	†Algoma Central and Hudson Bay..	77	91	924,976	00	924,976	00	924,976	00
4	Baie des Chaleurs .....	70	70	620,000	00	620,000	00	620,000	00
5	Baie of Quinté .....	15	35	112,000	00	69,120	00	69,120	00
6	Beauharnois Junction .....	19·50	19·50	62,400	00	62,400	00	62,400	00
7	Belleville and North Hastings. ....	6·84	6·84	21,888	00	21,888	00	21,888	00
8	Beersville Coal and Railway Co.....	6·48	7	20,736	00	20,736	00	20,736	00
9	Brantford, Waterloo and Lake Erie..	18	18	57,600	00	57,600	00	57,600	00
10	Brockville, Westport and Sault Ste. Marie.....	44·50	44·50	105,200	00	105,200	00	105,200	00
11	Bruce Mines and Algoma.....	18	18	53,920	00	53,920	00	53,920	00
12	Buctouche and Moncton.....	31·75	31·75	101,600	00	101,600	00	101,600	00
13	Canada Atlantic.....	54·05	54·05	282,355	20	282,355	20	282,355	20
14	Canada Central .....	120	120	1,525,250	00	1,525,250	00	1,525,250	00
15	†Canada Eastern.....	107	107	350,400	00	350,400	00	350,400	00
16	†Canadian Pacific .....	1,905	1,905	25,000,000	00	25,000,000	00	25,000,000	00
17	" (extension)*.....	676	695·83	5,814,246	00	5,814,246	00	5,814,246	00
18	†Cape Breton extension. ....	30	30	182,400	00	182,400	00	182,400	00
19	Caraquet.....	67	67	224,000	00	224,000	00	224,000	00
20	Central (of New Brunswick) .....	45·66	89·50	238,400	00	142,400	00	142,400	00
21	Cornwallis Valley.....	14	14	44,800	00	44,800	00	44,800	00
22	Columbia and Kootenay.....	27·75	27·75	88,800	00	88,800	00	88,800	00
23	†Canadian Northern .....	490	490	1,909,132	00	1,909,132	00	1,909,132	00
24	Chateauguay and Northern.....	36·48	58	307,595	00	191,595	00	191,595	00
25	Cap de la Madeleine.....	2·32	2·32	7,424	00	7,424	00	7,424	00
26	†Coast of Nova Scotia (now Halifax and Yarmouth).....	50	61	160,000	00	160,000	00	160,000	00
27	†Central Ontario.....	21	40	67,200	00	67,200	00	67,200	00
28	Cumberland.....	14	14	39,850	00	39,850	00	39,850	00
29	Dominion Lime Co.....	4·80	4·80	15,360	00	15,360	00	15,360	00
30	Dominion Coal Co.....	27·44	27·44	87,808	00	87,808	00	87,808	00
31	†Drummond Counties .....	133·00	135·60	423,936	00	423,936	00	423,936	00
32	†East Richelieu Valley.....	21·86	21·86	69,952	00	69,952	00	69,952	00
33	Elgin, Petittcodiac and Havelock....	12	12	38,400	00	38,400	00	38,400	00
34	Erie and Huron.....	30	30	96,000	00	96,000	00	96,000	00
35	Esquimalt and Nanaimo.....	71	71	750,000	00	750,000	00	750,000	00
36	Fredericton and St. Mary's Bridge Co.....	1·33	1·33	30,000	00	30 000	00	30,000	00
37	Grand Trunk, Georgian Bay and Lake Erie.....	12·42	12·42	39,744	00	39,744	00	39,744	00
38	Grand Trunk .....	Bridge.	Bridge.	500,000	00	500,000	00	500,000	00
39	Great Eastern.....	12·50	12·50	40,345	00	40,345	00	40,345	00
40	†Great Northern.....	140·42	143·59	557,788	31	557,788	31	557,788	31
41	Guelph Junction.....	15·25	15·25	46,000	00	46,000	00	46,000	00
42	†Gulf Shore.....	16·78	16·78	53,699	20	53,699	20	53,699	20
	Carried forward.....	4,512·13	4,667·61	41,287,398	71	41,013,275	55	41,013,275	55



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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	No. of miles built up to June 30, 1905.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1905.	Subsidy paid to June 30, 1905.	Subsidy paid to September 30, 1905.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	4,512·13	4,667·61	41,287,398 71	41,013,275 55	41,013,275 55
43	Halifax and South Western.....	98	231	739,200 00	477,264 00	477,264 00
44	Harvey Branch.....	3	3	5,553 57	5,553 57	5,553 57
45	Hereford.....	48·50	48·50	155,200 00	155,200 00	155,200 00
46	Irondale, Bancroft & Ottawa.....	45	45	144,000 00	144,000 00	144,000 00
47	International (Quebec).....	49	49	156,800 00	156,800 00	156,800 00
48	International (N.B.), formerly Res- tigouche and Western.....	15	110	100,180 00	77,138 00	77,138 00
49	†Inverness Ry. & Coal Co.....	60·97	98	390,208 00	368,545 97	368,545 97
50	Joggins.....	12	12	37,500 00	37,500 00	37,500 00
51	Kingston and Pembroke.....	15	15	48,000 00	48,000 00	48,000 00
52	Kingston, Napanee and Western....	61·35	61·35	208,732 80	208,732 80	208,732 80
53	L'Assomption.....	3·50	3·50	11,200 00	11,200 00	11,200 00
54	†Lake Erie and Detroit River.....	126·90	128·05	475,851 00	475,851 00	475,851 00
55	Lake Temiscamingue Colonization ..	45·84	45·84	310,335 95	310,335 95	310,335 95
56	Leamington and Lake St. Clair.....	16	16	51,200 00	51,200 00	51,200 00
57	Lindsay, Bobcaygeon and Pontypool.	38·79	38·70	185,173 06	185,173 06	185,173 06
58	Lotbinière and Megantic.....	30	30	96,000 00	96,000 00	96,000 00
59	Manitoulin and North Shore.....	12·60	12·60	204,800 00	32,000 00	32,000 00
60	Middleton and Victoria Beach.....	41	41	131,200 00	47,789 00	47,789 00
61	Montreal & Sorel (now South Shore).	61·50	126·67	517,541 92	296,998 38	296,998 38
62	Montreal and Lake Champlain.....	83	83	103,600 00	103,600 00	103,600 00
63	Montreal and Western.....	70	70	361,270 00	361,270 00	361,270 00
64	Montreal and Lake Maskinongé.....	12·90	12·90	41,280 00	41,280 00	41,280 00
65	Montreal and Ottawa.....	60	60	192,000 00	192,000 00	192,000 00
66	†Montreal and Province Line.....	18·3	18·3	58,560 00	58,560 00	58,560 00
67	Montfort Colonization.....	32·20	32·20	167,440 00	167,440 00	167,440 00
68	Maganetawan River.....	1·11	1·11	3,552 00	3,552 00	3,552 00
69	†Massawippi Valley.....	1·68	1·68	5,376 00	5,376 00	5,376 00
70	†Midland (Nova Scotia).....	57·18	58	365,418 00	362,200 30	362,200 30
71	Nakusp and Slocan.....	36·80	36·80	117,760 00	117,760 00	117,760 00
72	New Brunswick and P. E. Island....	35·45	35·45	113,440 00	113,440 00	113,440 00
73	New Brunswick Coal and Ry.....	15	45	144,000 00	48,000 00	48,000 00
74	New Glasgow Iron and Coal Co....	12·45	12·45	39,840 00	39,840 00	39,840 00
75	Northern Colonization.....	20·90	22	146,170 00	58,384 00	146,170 00
76	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
77	Nova Scotia Central.....	73·50	73·50	235,200 00	235,200 00	235,200 00
78	Ontario, Belmont and Northern.....	9·60	9·60	30,720 00	30,720 00	30,720 00
79	Ontario and Quebec.....	61·25	61·25	196,000 00	196,000 00	196,000 00
80	Orford Mountain.....	26·50	53·50	171,200 00	123,050 00	123,050 00
81	Oshawa Railway and Navigation Co.	7	7	22,400 00	22,400 00	22,400 00
82	†Ottawa, Northern and Western (for- merly Ottawa & Gatineau Valley)..	82·28	86	410,688 00	410,688 00	410,688 00
83	†Ottawa and New York.....	53·87	53·87	262,384 00	262,384 00	262,384 00
84	†Ottawa, Arnprior and Parry Sound.	159·58	159·58	779,712 00	779,712 00	779,712 00
85	Parry Sound Colonization.....	47·75	47·75	152,800 00	152,800 00	152,800 00
86	Pontiac and Pacific Junction..	70	70	193,578 00	193,578 00	193,578 00
87	†Phillipsburg Junction.....	7·41	7·41	23,712 00	23,712 00	23,712 00
88	Pontiac and Renfrew.....	4·25	4·25	13,600 00	13,600 00	13,600 00
89	Pontiac and Pacific and Ottawa and Gatineau.....	Bridge.	Bridge.	212,500 00	212,500 00	212,500 00
90	†Pembroke Southern.....	20	20	64,000 00	64,000 00	64,000 00
91	Port Arthur, Duluth and Western ..	84·75	84·75	271,200 00	271,200 00	271,200 00
92	Quebec Central.....	74·86	74·86	348,342 00	348,342 00	348,342 00
93	Quebec Bridge Co.....	Bridge.	Bridge.	374,353 33	374,353 33	374,353 33
94	Quebec and Lake St. John.....	245·85	245·85	1,006,743 50	1,006,743 50	1,006,743 50
95	Quebec, Montmorency & Charlevoix.	30	30	96,000 00	96,000 00	96,000 00
96	Shuswap and Okanagan.....	51	51	163,200 00	163,200 00	163,200 00
97	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
98	St. Catharines and Niagara Central..	12	12	38,400 00	38,400 00	38,400 00
	Carried forward.....	7,001·41	7,550·88	53,556,913 84	52,264,242 41	52,352,028 41



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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Concluded.*

Number.	Name of Railway.	No. of miles built up to June 30, 1905.	No. of miles paid and pro- vided for.	Subsidy paid and available at June 30, 1905.	Subsidy paid to June 30, 1905.	Subsidy paid to September 30, 1905.
				\$ cts.	\$ cts.	\$ cts.
	Brought forward.....	7,001·41	7,550·88	53,556,913 84	52,264,242 41	52,352,028 41
99	St. Clair Frontier Tunnel.....	2·23	2·23	375,000 00	375,000 00	375,000 00
100	St. Lawrence and Lower Laurentian.	38·85	38·85	217,600 00	217,600 00	217,600 00
101	St. Louis, Richibucto & Buctouche..	7	7	22,400 00	22,400 00	22,400 00
102	†St. Lawrence and Adirondack.....	33·51	33·51	149,481 60	149,481 60	149,481 60
103	†St. Mary River.....	44	46	177,400 00	148,094 00	148,094 00
104	St. Stephen and Milltown..	4·64	4·64	14,848 00	14,848 00	14,848 00
105	Schomberg and Aurora.....	14·42	14·42	46,144 00	46,144 00	46,144 00
106	Temiscouata.....	112·95	112·95	645,950 00	645,950 00	645,950 00
107	†Thousand Islands.....	5·19	5·19	29,840 00	29,840 00	29,840 00
108	†Tilsonburg, Lake Erie and Pacific..	33·96	47·50	117,431 48	117,431 48	117,431 48
109	Tobique Valley.....	27·88	27·88	134,016 00	134,016 00	134,016 00
110	Toronto, Grey and Bruce.....	4·58	4·58	14,656 00	14,656 00	14,656 00
111	†United Counties.....	59	59	188,816 00	188,816 00	188,816 00
112	Waterloo-Junction ..	10·25	10·25	32,800 00	32,800 00	32,800 00
113	Western Counties... ..	20	20	500,000 00	500,000 00	500,000 00
114	West Ontario Pacific.....	18·75	18·75	60,000 00	60,000 00	60,000 00
115	York and Carleton.....	5·73	5·73	18,336 00	18,336 00	18,336 00
	Total.....	7,444·35	8,009·36	56,301,632 92	54,979,655 49	55,067,441 49

‡ Add subsidy of used rails as per statement, part iii., page 7, \$152,305.20, and Atlantic and North-Western, \$2,985,600.00, less subsidy Canadian Pacific Railway, main line, \$25,000,000. and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii. page 49, viz., \$32,617,569.69.

\* Includes the mileage of the North Shore Railway, 160 miles.  
† By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of \$3,200 per mile and a further subsidy beyond the sum of \$3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile.

The amount of certain of the subsidies authorized by Parliament given in this statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 3 Edward VII., cap. 57, and 4 Edward VII., cap. 34, viz. : The amonut produced by the \$3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount. paid up to June 30, 1905.
				\$ cts.
1	International (Atlantic and North-west Railway Co.) .....	252	\$93,300 per ½ a year for 20 years. ....	2,985,600
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$ 3,136 " 21 .....	Nil.
	Total.....	308		2,985,600



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## STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co.....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co.....	500,000	433,900 00
	Total.....	815,000	748,625 56

## STATEMENT showing Railways subsidized by the Grant of used Iron Rails [valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy on used Rails paid.
			\$ cts.	\$ cts.
1	Central Railway Co. of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petitcodiac and Havelock Ry. Co ....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co .....	958	24,439 84	24,439 84
	Total .....	7,211	152,305 20	152,305 20

## STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			\$ cts.	
1	Kent Northern Railway Co .....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy, (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Co.....	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Company.. ..	726	14,665 45	
	Total.....	4,105	89,299 38	



No. 2

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*) :—

- 1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole ..... \$660,000
- 2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 384,000
- 3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 240,000
- 4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 224,000

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*) :—

- 5. A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... \$150,000

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*) :—

- 6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspébiac, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 320,000



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7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$115,200
  8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 160,000
  9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 256,000
  10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
  11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 102,400
  12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 160,000
  13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
  14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.
15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
  16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 660,000
- In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively ; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively ; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make ; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister ; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers



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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400



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<b>28.</b>	To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$160,000
<b>29.</b>	To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883).....	128,000
<b>30.</b>	To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>31.</b>	To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	262,400
<b>32.</b>	To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>33.</b>	To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
<b>34.</b>	For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole.....	200,000
<b>35.</b>	For a line of railway from Richibucto to St. Louis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>36.</b>	For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
<b>37.</b>	For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>38.</b>	For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	217,600
<b>39.</b>	For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>40.</b>	For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	128,000
<b>41.</b>	To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>42.</b>	For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspébiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole.....	300,000
<b>43.</b>	For a branch of the Intercolonial Railway, from Derby Station to Indian-town, fourteen miles, a sum not exceeding in the whole.....	140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are



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granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,\* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

“ Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By the special Act 47 Vic., cap. 6, 1884 (*Assented to 19th April, 1884*):

- 44.** Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the “ Esquimalt and Nanaimo Railway Company ” in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money..... \$750,000

By the Act 48-49 Vic., cap. 59, 1885 (*Assented to 20th July, 1885*):

- 45.** To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 166,400
- 46.** To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 118,400
- 47.** To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding \$1,600 per mile, nor exceeding in the whole..... 72,000
- 48.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000
- 49.** To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding \$3,200 per mile nor exceeding in the whole..... 96,000
- 50.** To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200

\* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.



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|-----|--|----------|
| 51. | To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding \$500 per mile, nor exceeding in the whole .....  | \$30,000 |
| 52. | To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....  | 92,000   |
| 53. | To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....  | 64,000   |
| 54. | To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding \$1,500 per mile, nor exceeding in the whole .....   | 10,500   |
| 55. | For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....  | 25,600   |
| 56. | For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....  | 44,800   |
| 57. | To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of .....  | 70,000   |
| 58. | To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of .....  | 320,000  |
| 59. | For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of .....   | 217,600  |
| 60. | To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding \$1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... | 96,000   |
| 61. | For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.  | 140,800  |

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.



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“ Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine.”

By the Act 48-49 Vic., cap. 58, 1885 (*Assented to 20th July, 1885*):—

- 62.** For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.
- 63.** For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.
- 64.** The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of



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the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

“If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it.”

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

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|--|-----------|
| <b>65.</b> For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | \$ 96,000 |
| <b>66.</b> For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 256,000   |
| <b>67.</b> To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. | 32,000    |
| <b>68.</b> To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 32,000    |
| <b>69.</b> To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 118,400   |
| <b>70.</b> To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 179,200   |
| <b>71.</b> To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 128,000   |
| <b>72.</b> For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 57,600    |
| <b>73.</b> For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..  | 108,800   |
| <b>74.</b> For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 32,000    |
| <b>75.</b> For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 16,000    |



## SESSIONAL PAPER No. 20

- 76.** For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
- 77.** For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 11,200
- 78.** To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of \$5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole ..... 361,270
- 79.** For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400
- 80.** To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 81.** For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800
- 82.** To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding \$1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of \$3,200 per mile)..... 186,295
- 83.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 84.** For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000
- 85.** To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 54,400
- 86.** For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 87.** For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 80,000
- 88.** For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 32,000
- 89.** For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 89,600
- 90.** For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400



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- 91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$19,200
- 92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400
- 93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of \$1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding \$1,700 per mile, nor exceeding in the whole..... 11,900
- 94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000
- 95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

“The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make ; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister : Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.”

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 (*Assented to 23rd June, 1887*).

- 96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 38,400
- 97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000
- 98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 16,000



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<b>99.</b>	To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>100.</b>	To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	4,000
<b>101.</b>	To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	6,400
<b>102.</b>	To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
<b>103.</b>	To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
<b>104.</b>	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>105.</b>	To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
<b>106.</b>	To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000
<b>107.</b>	To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	12,800
<b>108.</b>	To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>109.</b>	To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400
<b>110.</b>	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
<b>111.</b>	For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>112.</b>	To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400
<b>113.</b>	To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000



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| 114. | To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | \$96,000 |
| 115. | To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 19,200   |
| 116. | To the Caragnet Railway Company, for seven miles of their railway from Lower Caragnet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..  | 32,000   |
| 117. | To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of.....  | 217,600  |
| 118. | To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 70,400   |
| 119. | To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... | 12,400   |
| 120. | To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 38,400   |
| 121. | To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 17,600   |
| 122. | To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 33,600   |
| 123. | To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.   | 6,400    |
| 124. | To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 44,800   |



## SESSIONAL PAPER No. 20

- 125.** To the Montreal and Champlain Junction Railway Company, a subsidy of..... \$ 64,000
- 126.** To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 28,800
- 127.** To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 96,000
- 128.** To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 41,600
- 129.** To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 108,800
- 130.** To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... 89,600
- 131.** For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.. 64,000
- 132.** For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... 180,000
- 133.** To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... 118,400

“For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the



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St. Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

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| <b>134.</b> To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | \$ 70,400 00 |
| <b>135.</b> To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 147,200 00   |
| <b>136.</b> To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 9,600 00     |
| <b>137.</b> To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.....  | 32,000 00    |
| <b>138.</b> To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... | 41,100 00    |
| <b>139.</b> To the Port Arthur, Duluth and Western Railway Company, for 84 $\frac{3}{4}$ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....  | 271,200 00   |
| <b>140.</b> To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole  | 96,000 00    |



## SESSIONAL PAPER No. 20

- 141.** To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... \$100,000 00
- 142.** To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of..... 288,000 00
- 143.** To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54
- 144.** To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82
- 145.** To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27
- 146.** To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00
- 147.** To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66
- 148.** To the Albert Railway Company of New Brunswick, a grant as subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45



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- 149.** To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... \$24,439 84

“ All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized.”

By the Act 52 Vic., chap. 3, 1889. (*Assented to 2nd May, 1889*):—

- 150.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$172,400 00
- 151.** To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00
- 152.** To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400 00
- 153.** To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 128,000 00
- 154.** For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 22,400 00
- 155.** For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 156,800 00
- 156.** For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 128,000 00
- 157.** To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole ..... 31,771 43
- 158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole ..... 244,500 00



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<b>159.</b>	To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole.....	\$145,000 00
<b>160.</b>	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole..	35,000 00
<b>161.</b>	For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	16,000 00
<b>162.</b>	To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole.....	375,000 00
<b>163.</b>	To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	19,200 00
<b>164.</b>	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	96,000 00
<b>165.</b>	To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole.....	30,000 00
<b>166.</b>	To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	32,000 00
<b>167.</b>	For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	163,200 00
<b>168.</b>	To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	3,200 00
<b>169.</b>	To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault; or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>170.</b>	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00



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<b>171.</b>	To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
<b>172.</b>	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
<b>173.</b>	For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000 00
<b>174.</b>	To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>175.</b>	To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400 00
<b>176.</b>	To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>177.</b>	To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>178.</b>	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>179.</b>	To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>180.</b>	To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>181.</b>	To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000 00
<b>182.</b>	To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	54,400 00



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- 183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,



for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say :—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point ; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion : Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 (*Assented to 16th May, 1890*) :—

186.	To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	\$ 96,000
187.	To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding \$3,200 per mile, and not exceeding in the whole.....	35,200
188.	To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole...	600
189.	For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	256,000
190.	To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	44,800
191.	To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	166,400
192.	To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	70,400
193.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole.....	83,000
194.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
195.	To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	16,000
196.	To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000



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197.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 51,200
198.	To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	115,200
199.	To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
200.	To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
201.	To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
202.	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200
203.	To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
204.	For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000
205.	To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	14,400
206.	To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding \$5,161 per mile, nor exceeding in the whole.....	361,270

“ Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge.....	8
Shawbridge to St. Sauveur.....	4
St. Sauveur to Ste. Adèle.....	6
Ste. Adèle to Lac à la Fourche.....	6
Lac à la Fourche to Ste. Agathe.....	6½
Ste. Agathe to St. Faustin.....	14
St. Faustin to St. Jovite.....	7½
St. Jovite to Summit Lake.....	8
Summit Lake to La Chute aux Iroquois.....	7
La Chute aux Iroquois towards Désert.....	3



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“Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid.”

<b>207.</b> For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 240,000
<b>208.</b> To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding \$1,000 per mile, nor exceeding in the whole.....	50,000
<b>209.</b> To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole.....	3,840
<b>210.</b> For completing the Montreal and Sorel Railway from St. Lambert to Sorel.....	40,000
<b>211.</b> To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	24,000
<b>212.</b> To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	10,200
<b>213.</b> To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed.....	37,500
<b>214.</b> To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	76,800
<b>215.</b> To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>216.</b> To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>217.</b> To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>218.</b> To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>219.</b> To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,	



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	near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of.....	\$288,000
<b>220.</b>	To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole \$30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$38,400.....	68,400
<b>221.</b>	For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	9,600
<b>222.</b>	To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding \$3,200 per mile, nor to exceed in the whole.....	112,000
<b>223.</b>	For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>224.</b>	For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>225.</b>	To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>226.</b>	To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200
<b>227.</b>	For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	35,200
<b>228.</b>	To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
<b>229.</b>	For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000

“The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,



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including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for the term of twenty years.

“The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines.”

By the special Act 53 Vic., ch. 5, 1890 (*Assented to 16th May, 1890*):—

**230.** In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 (*Assented to 30th Sept., 1891*):—

**231.** To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance



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	remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole.....	\$ 28,100 00
<b>232.</b>	To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of \$30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding.....	5,250 00
<b>233.</b>	To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00
<b>234.</b>	To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	92,784 00
<b>235.</b>	To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	79,700 00
<b>236.</b>	To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	158,400 00
<b>237.</b>	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole.....	46,040 00
<b>238.</b>	To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding \$6,400 per mile, nor exceeding in the whole....	89,600 00
<b>239.</b>	To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding \$12,534 per annum, to be paid in semi-annual instalments of \$6,267 each, for twenty years, which represents a grant in cash of.....	179,200 00



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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

**240.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sult Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-



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ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

“The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 (*Assented to 9th July, 1892*):—

<b>241.</b>	To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3.	\$224,000 00
<b>242.</b>	To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding \$6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole. ....	264,000 00
<b>243.</b>	To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. ....	80,000 00
<b>244.</b>	To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. ....	9,600 00
<b>245.</b>	To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. ....	67,200 00
<b>246.</b>	To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. ....	32,000 00
<b>247.</b>	To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of. ....	15,100 00
<b>248.</b>	To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding \$3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole. ....	35,480 00
<b>249.</b>	To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. ....	60,800 00



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<b>250.</b>	For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400 00
<b>251.</b>	To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding \$3,200 per mile, in lieu of the subsidy of \$50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole.....	80,000 00
<b>252.</b>	To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake .....	80,000 00
<b>253.</b>	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	48,000 00
<b>254.</b>	To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000 00
<b>255.</b>	To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ....	21,600 00
<b>256.</b>	To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	9,600 00
<b>257.</b>	For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	64,000 00
<b>258.</b>	To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	156,800 00
<b>259.</b>	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>260.</b>	For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
<b>261.</b>	For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	25,600 00
<b>262.</b>	For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600 00



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- 263.** To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 264.** To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed \$179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

- 265.** To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed \$108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of \$108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding \$400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.



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266.	To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$64,000 00
267.	To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding \$3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole.....	96,800 00
268.	To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	40,000 00
269.	To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	44,000 00
Payable, \$14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being \$30,000, on the completion of the first named or northern extension of their railway.		
270.	To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$96,000 00
271.	To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	51,200 00
272.	For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	240,000 00
273.	To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding \$3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole.....	64,000 00
274.	To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00



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- 275.** To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 96,000 00
- 276.** To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 96,000 00
- 277.** To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400 00
- 278.** To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 112,000 00
- 279.** To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole..... 21,600 00
- 280.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 51,200 00
- 281.** To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 19,200 00
- 282.** To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding \$3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding \$15,000,—nor exceeding in the whole..... 63,000 00
- 283.** To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 99,200 00
- 284.** To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 25,600 00
- 285.** To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. 48,000 00
- 286.** To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on



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	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 80,000 00
<b>287.</b>	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	160,000 00
<b>288.</b>	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	172,400 00
<b>289.</b>	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
<b>290.</b>	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600 00
<b>291.</b>	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, \$3,200 per mile, nor exceeding in the whole.....	114,125 00
<b>292.</b>	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, \$3,200 per mile, not exceeding in the whole.....	14,720 00
<b>293.</b>	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	25,024 00

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated



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Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

**294.** Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

**295.** Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to \$12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

- |   |              |
|---|--------------|
| <b>296.</b> To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | \$ 64,000 00 |
| <b>297.</b> To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 102,400 00   |
| <b>298.</b> To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....                 | 32,000 00    |
| <b>299.</b> To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between  |              |



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	Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 64,000 00
<b>300.</b>	To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.....	81,040 00
<b>301.</b>	To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	145,000 00
<b>302.</b>	To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole.....	3,500 00
<b>303.</b>	To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	11,200 00
<b>304.</b>	To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..	30,400 00
<b>305.</b>	To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	89,248 00
<b>306.</b>	To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>307.</b>	To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole.....	4,500 00
<b>308.</b>	To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole.....	25,600 00
<b>309.</b>	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	



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	Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000 00
<b>310.</b>	To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
<b>311.</b>	To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
<b>312.</b>	To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.....	97,600 00
<b>313.</b>	To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of.....	20,000 00
<b>314</b>	To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed



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in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows:—

“(a.) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows: on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section;

“(b.) The subsidy to the Oshawa Railway Company, which shall be paid as follows: on the completion of the “Town” or “Northern” section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the “Lake” section of the said railway.”

By the Act 57-58 Vic., cap. 4, 1894. (*Assented to, 23rd July, 1894*):—

<b>315.</b>	To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....:	\$ 48,000
<b>316.</b>	To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding \$3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892; the whole not exceeding .....	86,800
<b>317.</b>	To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ....	51,200
<b>318.</b>	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole ....	4,790
<b>319.</b>	To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
<b>320.</b>	To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding \$3,200 per mile; the whole not exceeding.....	118,400
<b>321.</b>	Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per-cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of.....	288,000



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- 322.** To the Philipsburg Junction Railway and Quarry Company, for  $\frac{67}{100}$  mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding \$3,200 per mile, nor exceeding in the whole..... \$ 2,912
- 323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 23,600
- 324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed \$15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding \$3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of \$1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding..... 274,940
- 325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 25,600
- 326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 57,600
- 327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 38,400
- 328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole ..... 38,400
- 329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of \$31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole..... 41,100



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- 330.** To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of  $7\frac{1}{2}$  miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. \$ 24,000
- 331.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole 73,172
- 332.** To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 4,046
- 333.** For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 19,200
- 334.** For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 16,000
- 335.** To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding \$3,200 per mile nor exceeding in the whole. . . . . 83,200
- 336.** For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding. . . . . 300,000
- 337.** To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding \$3,200 per mile; the whole not exceeding. . . . . 217,000
- 338.** To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 48,000
- 339.** To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole. . . . . 96,000



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<b>340.</b>	For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 160,000
<b>341.</b>	To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>342.</b>	To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>343.</b>	To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole... ..	32,000
<b>344.</b>	To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400
<b>345.</b>	To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
<b>346.</b>	To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>347.</b>	To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding \$3,200 per mile ; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.....	44,800
<b>348.</b>	To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	73,600
<b>349.</b>	To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000
<b>350.</b>	To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding \$3,200 per mile ; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding.....	32,000
<b>351.</b>	For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	19,200
<b>352.</b>	To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	64,000



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<b>353.</b>	To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 48,000
<b>354.</b>	To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000
<b>355.</b>	Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole.....	50,000
<b>356.</b>	To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding \$3,200 per mile ; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile ; the whole not exceeding	113,600
<b>357.</b>	For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	80,000
<b>358.</b>	To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	320,000
<b>359.</b>	For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	108,800
<b>360.</b>	For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200
<b>361.</b>	To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	89,600
<b>362.</b>	To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	121,600
<b>363.</b>	To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	70,400
<b>364.</b>	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
<b>365.</b>	To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	112,000 00
<b>366.</b>	To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00



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<b>367.</b> For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.	\$ 64,000 00
<b>368.</b> For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	32,000 00
<b>369.</b> For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole .....	9,600 00
<b>370.</b> To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding.....	3,200 00
<b>371.</b> To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	96,000 00
<b>372.</b> To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	102,400 00
<b>373.</b> To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00
<b>374.</b> For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the



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subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 (*Assented to 29th June, 1897*).

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 375.** To the Ottawa and New York Railway Company, for  $53\frac{87}{100}$  miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892;
- 376.** To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;
- 377.** For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;
- 378.** To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;
- 379.** To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;
- 380.** To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;
- 381.** To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 382.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;



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- 383.** To the Gulf Shore Railway Company, for  $5\frac{1}{2}$  miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick ;
- 384.** For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 385.** To the Pontiac Pacific Junction Railway Company, for  $7\frac{1}{2}$  miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890 ;
- 386.** To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario ;
- 387.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for  $3\frac{50}{100}$  miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.
- 388.** To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island ;
- 389.** To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario ;
- 390.** To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario ;
- 391.** To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy ;
- 392.** To the Phillipsburg Railway and Quarry Company, for  $1\frac{66}{100}$  mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg ;
- 393.** To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec ;
- 394.** To the St. Lawrence and Adirondack Railway Company, for  $13\frac{1}{2}$  miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec ;
- 395.** To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec ;
- 396.** To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac ;
- 397.** For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles ;
- 398.** To the St. Stephens and Milltown Railway Company, for  $1\frac{14}{100}$  mile of their railway from Milltown to St. Stephen, in the province of New Brunswick ;
- 399.** For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles ;
- 400.** For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 401.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 402.** For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles ;
- 403.** To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia ;
- 404.** For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles ;



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- 405.** To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario ;
- 406.** To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say :—

- 407.** To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....\$ 182,400 00
- 408.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding..... 114,272 00
- 409.** To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 35,872 00
- 410.** To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding..... 300,000 00
- 411.** To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding \$2,000 per mile, nor exceeding in the whole..... 66,000 00
- 412.** To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway ; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole..... 16,000 00
- 413.** To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding..... 52,500 00
- 414.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding..... 112,500 00

**4.** The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and



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upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

6. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of \$3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. (*Assented to 29th June, 1897.*)

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway ; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say :—

On the part of the company :

(a.) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever ;

(b.) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town ;

(c.) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid ;

(d.) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort



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William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

- Upon all green and fresh fruits,  $33\frac{1}{3}$  per cent ;
- Coal oil, 20 per cent ;
- Cordage and binder twine, 10 per cent ;
- Agricultural implements of all kinds, set up or in parts, 10 per cent ;
- Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;
- All kinds of wire, 10 per cent ;
- Window glass, 10 per cent ;
- Paper for building and roofing purposes, 10 per cent ;
- Roofing felt, box and packing, 10 per cent ;
- Paints of all kinds and oils, 10 per cent ;
- Live stock, 10 per cent ;
- Wooden ware, 10 per cent ;
- Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(e.) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(f.) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(g.) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(h.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :



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(i.) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

**2.** The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

**3.** In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

**415.** To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892 ;



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- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding  $53\frac{1}{2}$  miles ; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding  $6\frac{1}{2}$  miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding  $\frac{66}{100}$  of a mile ;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles ;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles ;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894 ;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles ;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles ;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897 ;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles ;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles ;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel,  $6\frac{1}{2}$  miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding  $7\frac{1}{2}$  miles.
- 431.** For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia, via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles ;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles ;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act ; not exceeding in all \$512,000.



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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ; .
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding  $2\frac{1}{2}$  miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nominigüe, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;



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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole  $2\frac{1}{4}$  miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;



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**465.** For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

<b>466.</b> The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole .....	\$ 896,000 00
<b>467.</b> To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
<b>468.</b> To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
<b>469.</b> Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding .....	35,000 00
<b>470.</b> Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
<b>471.</b> Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
<b>472.</b> To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00
<b>473.</b> To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
<b>474.</b> Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding .....	15,000 00
<b>475.</b> Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,000 00

**4.** The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

**5.** The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of



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which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to subsidies with respect to which it is hereinbefore otherwise provided.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council. and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his



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opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

- 476. For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
- 477. To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
- 478. For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
- 479. To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
- 480. To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
- 481. To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
- 482. For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
- 483. For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
- 484. For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
- 485. To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
- 486. To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles;



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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding  $9\frac{1}{2}$  miles.

487. For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
488. To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
489. To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
490. In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
491. To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
492. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
493. To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
494. For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
495. For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
496. To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
497. To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
498. For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
499. For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.



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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding  $4\frac{1}{2}$  miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

**3.** The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

- (a) upon the completion of the work subsidized ; or
- (b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken or



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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

4. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as are approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the government, which agreement the government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.



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**9.** Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

**10.** The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

**1.** In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile;—

**516.** For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

**517.** To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.



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- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspébiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
  - 2nd. For the completion of the road-bed and works incidental thereto;
  - 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or



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near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.

- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carleton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

**3.** The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

**4.** The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the



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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or

(d.) with respect to (b.) and (c.), part one way, part the other.

**5.** The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

**6.** The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

**7.** The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

**8.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall



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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

**9.** As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

**10.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

*By the Act 3rd Edward VII., chap. 57 (assented to 24th October, 1903.)*

**1.** In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

- 544.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from the present terminus at Ingersoll to Woodstock, not exceeding 9 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1899.
- 545.** To the Lindsay, Bobcaygeon and Pontypool Railway Company, for a line of railway from Burketon to Bobcaygeon, not exceeding 40 miles, in lieu of the subsidy granted by item 11 of section 2 of chapter 7 of 1899.
- 546.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, not exceeding 51 miles, in lieu of the subsidy granted by item 6 of section 2 of chapter 7, 1901.
- 547.** To the Central Ontario Railway, for a further extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic Railway at or near Whitney, not exceeding 40 miles, in lieu of the subsidies granted by item 5 of section 2 of chapter 8 of 1900, and item 16 of section 2 of chapter 7 of 1901, respectively.



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- 548.** To the Strathroy and Western Counties Railway Company, for a line of railway from a point at Lambeth to Strathroy, via the villages of Delaware, Mount Brydges and Caradoc Station on the Canadian Pacific Railway, and from Strathroy northerly to Forest, Thedford or Parkhill, not exceeding in all 31 miles, in lieu of subsidies granted by item 4 of section 2 of chapter 7, 1899, and item 2 of section 2 of chapter 8 of 1900, respectively.
- 549.** To the Montfort and Gatineau Colonization Railway Company, to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles, in lieu of the subsidy granted by item 31 of section 2 of chapter 8 of 1900.
- 550.** For a line of railway from Jonquières to La Baie des Ha Ha, not exceeding 20 miles, in lieu of the subsidy of 12 miles granted by item 21 of section 2 of chapter 7 of 1899.
- 551.** For a line of railway from Lime Ridge northerly through the county of Wolfe in the county of Megantic, not exceeding 50 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 552.** For a line of railway from Joliette to or near Lake Manuan, a distance not exceeding 60 miles, being a revote and in lieu of subsidies granted by chapter 4 of 1897 and chapter 8 of 1900.
- 553.** For a line of railway from St. Eustache to St. Placide in the county of Two Mountains, not to exceed 18 miles; from St. Eustache to Sault au Recollet, 12 miles; and from St. Placide to St. Andrews, 8 miles—not exceeding in all 38 miles; being a revote of subsidies granted by chapter 24 of 1887 and chapter 5 of 1892, respectively.
- 554.** For a line of railway from Roberval westward towards James Bay, not exceeding 60 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 7 of 1901.
- 556.** For a line of railway from Yamaska to Lotbinière, a distance not exceeding 70 miles, in lieu of the subsidy granted by item 27 of section 2 of chapter 7 of 1899.
- 557.** To the Ottawa, Northern and Western Railway Company, for that portion of its line from a point at the east end of the Hull station yard of the Canadian Pacific Railway to a point of junction with the Interprovincial Bridge approach in the city of Hull, not exceeding one mile; and for a line of railway to the boundary line of the city of Hull from a point on the Ottawa and Gatineau Railway, now the Ottawa, Northern and Western Railway, not exceeding one-quarter of a mile; in lieu of any balance of mileage subsidized by items 12 and 39 respectively of section 2 of chapter 7 of 1899.
- 558.** To the International Railway Company of New Brunswick (formerly the Restigouche and Western Railway Company), for a line of railway from the western end of the ten miles of its railway, as already constructed from Campbellton towards a point on the St. John River between Grand Falls and Edmundston, not exceeding 67 miles, being a revote; and in lieu of subsidies granted by chapter 4 of 1897, item 42 of section 2 of chapter 7 of 1899, and item 22 of section 2 of chapter 8 of 1900.
- 559.** For a line of railway from Woodstock to the International Boundary, not exceeding 26 miles, being a revote of the subsidy granted by chapter 4 of 1894.
- 560.** To the St. John Valley Railway Company, for a line of railway from a point on the Canadian Pacific Railway at or near Welsford or Westfield, or between the said two points, to Gagetown, not exceeding 30 miles, being a revote of the subsidy granted by chapter 4 of 1897.
- 561.** To the Shediac and Coast Railway Company, for a line of railway from Shediac to Shemogue and towards Cape Tormentine, in Westmoreland County, not exceeding 38 miles, in lieu of the subsidy granted by item 25 of section 2 of chapter 8 of 1900.



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- 562.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from Mabou Coal Mines to a point at or near Glendyer, thence to Orangedale on the Intercolonial Railway, not exceeding 34 miles, a revote of the subsidy granted by chapter 4 of 1894, and in substitution of the 25 miles subsidized thereby from Orangedale to Broad Cove.
- 563.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from New Glasgow to Cross Roads, Country Harbour, thence to the town of Guysborough, and thence to the Strait of Canso; with a branch from Cross Roads, Country Harbour, aforesaid, down the Country Harbour River to the Deep Waters thereof, not exceeding 116 miles; in lieu of subsidies for 40 and 80 miles granted by items 4 and 1, respectively, of section 2 of chapter 7 of 1901.
- 564.** For a line of railway from Debert Station on the Intercolonial Railway to Debert Coal Mine, not exceeding  $4\frac{1}{2}$  miles, in lieu of the subsidy granted by item 29 of section 2 of chapter 8 of 1900.
- 565.** For a line of railway from a point on the Joggins Railway near River Hebert Railway Bridge to the village of Minudie, not exceeding 6 miles, being a revote and in substitution of subsidy granted by chapter 4 of 1894.
- 566.** To the Middleton and Victoria Beach Railway Company, Limited, for a line of railway from Victoria Beach to Middleton, not exceeding 41 miles, in lieu of subsidies granted by item 28 of section 2 of chapter 8 of 1900, and by item 21 of section 2 of chapter 7 of 1901.
- 567.** To the Halifax and South-western Railway Company, for the following lines of railway:—
- (a.) A line of railway from a point at or near Halifax to a point on the Central Railway at or near Mahone Bay, not exceeding 68 miles.
  - (b.) A line of railway from a point on the Central Railway at or near Bridgewater towards Barrington Passage, not exceeding 77 miles.
  - (c.) A line of railway from a point at or near New Germany on the Central Railway to a point at or near Caledonia, not exceeding 22 miles.
  - (d.) A line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles.
- The subsidies to the said lines of railway being granted in lieu of subsidies granted by items 17, 18, 35 and 36 of section 2 of chapter 7, 1899 by items 26 and 40 of section 2 of chapter 8 of 1900, and items 5 and 23 of section 2 of chapter 7 of 1901, respectively.
- 568.** To the Inverness Railway and Coal Company, formerly the Inverness and Richmond Railway Company, Limited, for 8 miles of railway between Point Tupper and Broad Cove; and for a line of railway not exceeding 37 miles, from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, being a revote and in substitution of the subsidy granted by chapter 4 of 1897.
- 569.** For a line of railway from a point at or near Wolfville on the Dominion Atlantic Railway to the Government pier on the Basin of Minas, not exceeding one mile, in lieu of the subsidy granted by item 19 of section 2 of chapter 7 of 1901.
- 570.** To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge on the Canadian Pacific Railway to Nicola Lake, not exceeding 45 miles, being a revote of subsidies granted by chapter 5 of 1892 and chapter 4 of 1894.
- 571.** For a line of railway from Winnipeg Beach or Teulon to a point on Icelandic River, by way of Gimli, not exceeding 35 miles, in lieu of the subsidy granted by item 26 of section 2 of chapter 7 of 1901.



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- 572.** To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles, in lieu of the subsidy granted by item 41 of section 2 of chapter 7 of 1899.
- 573.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton to Woodstock, not exceeding 59 miles, in lieu of the subsidy granted by item 5 of section 2 of chapter 7 of 1899.
- 574.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles, in lieu of the subsidy granted by item 22 of section 2 of chapter 7 of 1899.
- 575.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk Railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk Railway between these places, not exceeding 35 miles, being in addition to and continuation of the 9 miles mentioned in item 1 of this section (544).
- 576.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the present terminus of its railway, near Baptiste, easterly to a point at or near Renfrew, not exceeding 75 miles.
- 577.** To the Nepigon Railway Company, for a line of railway from Lake Superior to Lake Nepigon, and from a point on the north shore of Lake Nepigon northerly, not exceeding 80 miles.
- 578.** To the Manitoulin and North Shore Railway Company, for a line of railway from Little Current on its present line, to Sudbury, and thence towards the main line of the Canadian Pacific Railway Company, not exceeding 30 miles, in lieu of the subsidy for 21 miles granted by item 38 of section 2 of chapter 7 of 1899.
- 579.** To the Thunder Bay, Nepigon and St. Joe Railway Company, for a line of railway from Port Arthur north-easterly, not exceeding 50 miles.
- 580.** To the Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls in a north-westerly direction to a point on the westerly shore of Lake Timagami in the district of Nipissing, not exceeding 50 miles.
- 581.** To the Bay of Quinté Railway Company, for further extension of its line of railway, from the northern terminus thereof, commencing from a point at or near Actinolite, thence in a north-westerly direction, via the villages of Queensboro' and Bannockburn, to a point in the township of Marmora or Lake in Hastings County, not exceeding 20 miles in all.
- 582.** To the Bruce Mines and Algoma Railway Company, for 21 miles from the end of its line, as subsidized by chapter 7 of 1901, northward, not exceeding 21 miles.
- 583.** To the James Bay Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near, or beyond Sudbury, through Parry Sound, not exceeding 265 miles, in lieu of two subsidies granted by chapter 8 of 1900, for 35 and 20 miles, respectively, from Parry Sound towards James Bay.
- 584.** To the Quebec and Lake St. John Railway Company, for one mile of railway from Roberval to the Government wharf at Lake St. John.
- 585.** To the Montfort and Gatineau Colonization Railway Company, for the extension of its line of railway from Morin Flats to St. Jérôme, to connect with the Great Northern Railway, not exceeding 22 miles.
- 586.** To the Interprovincial and James Bay Railway Company, for a line of railway from Lake Timiskaming at the present terminus of the Canadian Pacific Railway line, in a northerly direction, not to exceed 50 miles.
- 587.** For a line of railway from Waltham Station to Ferguson Point, in the county of Pontiac, not exceeding 20 miles.
- 588.** For a line of railway from Lake Nominigou to Le Lièvre, not exceeding 35 miles.



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- 589.** For a line of railway in extension of the line from Lime Ridge into the county of Megantic to the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles.
- 590.** To the Quebec Central Railway Company, for an extension of its line of railway from St. François to St. George, not exceeding 9 miles; also for a railway from Scott Junction to the Quebec bridge, not exceeding 22 miles.
- 591.** For a line of railway from the station of Lac Bouchette on the Quebec and Lake St. John Railway to St. André, not exceeding 13 miles.
- 592.** For a line of railway from Quebec towards Seven Islands, including branches to Murray Bay and Baie St. Paul, not exceeding 200 miles.
- 593.** For a branch line from a point at or near the intersection of the Canadian Pacific Railway and the Great Northern Railway between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction, passing through the village of Brownsburg, not exceeding 3 miles.
- 594.** To the Orford Mountain Railway Company, for a line of railway from a point on its main line between Lawrenceville and Eastman to Lake Bonella, 5 miles; from Kingsbury to Windsor Mills, 10 miles; and from Eastman to the town line between the township of Bolton, east part, and the township of Potton, 12 miles—not exceeding in the whole 27 miles.
- 595.** To the Atlantic, Quebec and Western Railway Company, for a line of railway from Gaspé to a point at or near Causapsca on the Intercolonial Railway, and from that point to Edmundston, not exceeding 260 miles; and for a line of railway from Paspebiac to Gaspé as near the shore as practicable, not exceeding 102 miles.
- 596.** For a line of railway, in addition to and in extension of the line mentioned in item 11 (554) of this section, from Roberval towards James Bay, not exceeding 40 miles.
- 597.** For a branch line from a point near the bridge at Trois Pistoles River on the Intercolonial Railway in a south-easterly direction to Mackenzie and Renouf Falls, on the Trois Pistoles River, not exceeding  $2\frac{1}{2}$  miles.
- 598.** To the Matane and Gaspé Railway Company, for a line of railway from a point at or near St. Octave on the Intercolonial Railway to Matane, not exceeding 30 miles.
- 599.** To the Chateauguay and Northern Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan to the village of Rawdon, not exceeding 16 miles.
- 600.** For a line of railway from the line of the Montreal and Atlantic Railway Company at St. Guillaume to the River Yamaska to join with the South Shore Railway, a distance not exceeding 12 miles.
- 601.** For a line of railway from La Tuque on the St. Maurice River to a point on the Lake St. John Railway near the River Jeannotte, not exceeding 35 miles.
- 602.** To the Montreal Northern Railway Company, for a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lakes St. Joseph and Ste. Marie, in a southerly direction, a distance not exceeding 15 miles.
- 603.** To the International Railway Company of New Brunswick, for a line of railway, in addition to and in extension of the line of 67 miles mentioned in item 14 of this section, to a point on the St. John River between Grand Falls and Edmundston, not exceeding 33 miles.
- 604.** To the Beersville Coal and Railway Company, for a line of railway from Adamsville on the Intercolonial Railway to a point at or near Brown's Landing or Beersville, not exceeding 7 miles.



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- 605.** To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, not exceeding 5 miles.
- 606.** To the Mabou and Gulf Railway Company, Limited, for a line of railway from a point on the Intercolonial Railway at or near Mines Road Station to the wharf at Caribou Cove, not exceeding 4 miles, being in addition to subsidy mentioned in item 18 (562) of this section.
- 607.** To the Nova Scotia Eastern Railway Company, Limited, for a line of railway from Dartmouth through the Musquodoboit Valley to a point at or near Melrose to connect there with the railway mentioned in item 19 (563) of this section, not exceeding 120 miles.
- 608.** To the Midland Railway Company, Limited, for a line of railway from Truro northerly towards Brule, not exceeding 34 miles.
- 609.** For a line of railway from St. Peters to Louisburg, not exceeding 50 miles.
- 610.** To the Koetenay Central Railway Company, for a line of railway from Golden to the International Boundary Line, via Windermere and Fort Steele, and crossing the Crow's Nest Railway at or near Elko, not exceeding 186 miles.
- 611.** To the Kettle River Valley Railway Company, for a line of railway from Grand Forks to a point 50 miles up the North Fork and West Fork of the North Fork of Kettle River, not exceeding 50 miles.
- 612.** For a line of railway from Wellington to Union Bay, not exceeding 55 miles.
- 613.** For a line of railway from Midway to Vernon, not exceeding 150 miles.
- 614.** To the St. Mary's River Railway Company, for a line of railway from Spring Coulee, crossing St. Mary's River to Cardston, 16 miles, and from a point on this line to or near the intake of the irrigation canal, about 16 miles, in all not exceeding 32 miles.
- 615.** For a line of railway from Dawson to Stewart River, passing at or near Grand Forks, not exceeding 84 miles.
- 616.** To the Canadian Pacific Railway Company, for a branch line from a point on the main line between Moosomin and Elkhorn, north-westerly to a point in the neighbourhood of the Pheasant Hills, not exceeding 136 miles.
- 617.** For a line of railway from a point at or near Medicine Hat on the Canadian Pacific Railway to the coal fields in or near townships 12 and 13, range 6, west of the fourth principal meridian, not exceeding 8 miles.
- 618.** To the Great Northern Railway of Canada, for a line of railway from Garneau Junction to the Quebec bridge, not exceeding 70 miles.
- 619.** To the Halifax and South-western Railway Company, for a line of railway to Barrington Passage, in addition to and in continuation of the 77 miles mentioned in paragraph (b) of item 23 (567) of this section, not exceeding 35 miles.
- 620.** To the Lake Superior, Long Lake and Albany Railway Company, for a line of railway from Peninsula Harbour in a northerly direction, not exceeding 10 miles.
- 621.** To the Cumberland Railway and Coal Company, for a line of railway from Parrsboro' Station to Riverside Wharf, not exceeding 1 mile.
- 622.** To the Indian River Railway Company, for a line of railway from a point at or near the north end of Lake Megantic, thence southerly along the said lake to a point on the International Boundary, not exceeding 19 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the bridges also hereinafter mentioned, that is to say :—

**623.** Towards the construction and completion of a railway bridge and approaches over the Nicolet River at Nicolet, in lieu of the grant under item 39 of section 2 of chapter 8 of 1900, \$15,000.

**624.** Towards the construction of the steel superstructure of a railway bridge on the St. Francis River, in the county of Yamaska, in lieu of the grant under item 38 of section 2 of chapter 8 of 1900, but subject to the same conditions as expressed therein, payable to the Canadian Bridge Company of Walkerville, as their claim may appear for work already done on the said bridge, \$50,000.



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**625.** To the Canadian Bridge Company of Walkerville, to strengthen and complete the foundation and approaches to the bridge over the St. Francis River subsidized in favour of the South Shore Railway Company by section 3 of chapter 7 of 1899, \$35,000, which amount shall remain the first charge on the road, and shall be recouped to the Treasury out of subsidies earned or to be earned, \$35,000.

**626.** To the Chateauguay and Northern Railway Company, in addition to the subsidy for the Bout de l'Île bridge granted by item 33 of section 2 of chapter 8 of 1900, \$50,000.

**4.** The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) upon the completion of the work subsidized ; or

(b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) with respect to (b) and (c), part one way, part the other.

**5.** The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively ; all the lines and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1903, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

**6.** The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridges so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized.

**7.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in



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Council: and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

**8.** As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him; all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

**9.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be judge.

*By Special Act 4 Edward VII., Chap. 34, 1904.*

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, add careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

**2.** The Governor in Council may grant a subsidy of \$3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than \$15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 per mile of 50 per cent on so much of the average cost of the mileage subsidized as is in excess of \$15,000 per mile, such subsidy not exceeding in the whole the sum of \$6,400 per mile:—

**627.** To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by item 7 of section 2 of chapter 8 of 1900, not exceeding 14 miles.

**628.** To the Bruce Mines and Algoma Railway Company, for the following lines of railway:—

(a.) For that portion of its line of railway from Bruce Mines Junction southerly to the town of Bruce Mines, on Lake Huron, a distance not exceeding 3 miles;

(b) For the 6 miles of railway constructed from Gordon Lake Station, being the end of its line as subsidized by chapter 7 of 1901, northward to Rock Lake, a distance of 6 miles;

(c) For 12 miles from Rock Lake northward, a distance not exceeding 12 miles;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 38 of section 2 of chapter 67 of 1903, not exceeding 21 miles.



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**629.** To the Nepigon Railway Company, for the following lines of railway :—

- (a.) From a point at or near Nepigon Station on the line of the Canadian Pacific Railway to Nepigon Lake, not exceeding 30 miles ;
- (b.) From a point on Nepigon Bay of Lake Superior to a point on the west of Lake Helen on the line of the Nepigon Railway, not exceeding  $3\frac{1}{2}$  miles ;
- (c.) From a point on the line of the Nepigon Railway at or near the crossing of the Fraser River, to a point on Lake Jesse, by way of Cameron's Falls, not exceeding  $1\frac{1}{2}$  mile :
- (d.) From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles ;

The subsidies to the said lines being granted in lieu of the subsidy granted by item 33 of section 2 of chapter 57 of 1903, not exceeding 80 miles.

**630.** For the construction of a branch line of railway beginning at the Canadian Pacific Railway Company's main line at St. Philippe d'Argenteuil Station, or at a point between there and Grenville, thence in a northerly direction, in lieu of the subsidy granted by item 49 section 2 of chapter 57 of 1903, not exceeding 3 miles.

**631.** To the Chateaugay and Northern Railway, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the Town of Joliette, passing at or near the Town of L'Assomption, Quebec, together with a spur line into the said town, in lieu of the subsidy granted by item 32 of section 2 of chapter 8 of 1900, not exceeding 42 miles.

**632.** To the Great Northern Railway Company of Canada, to enable it to extend its railway from Arundel to a point in the municipality of the united Townships of Preston and Hartwell, Province of Quebec, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 6 of section 2 of chapter 57 of 1903, not exceeding 30 miles.

**633.** To the Chateaugay and Northern Railway Company, for a branch line from a point on its main line at or near Charlemagne, thence northerly and westerly to a point on the Montford and Gatineau Railway at or near Morin Flats, in lieu of the subsidy granted to the Montford and Gatineau Colonization Railway by item 41 of section 2 of chapter 57 of 1903, not exceeding 22 miles.

**634.** To the Ottawa River Railway Company, for a line of Railway from a point at or near St. Agathe des Monts Station towards the township of Howard in the County of Argenteuil, passing near Lakes St. Joseph and St. Marie, in a southerly direction, in lieu of the subsidy granted to the Montreal Northern Railway Company by item 58 of section 2 of chapter 57 of 1903, not exceeding 15 miles.

**635.** To the Ottawa River Railway Company, for a line of railway between a point in the Parish of St. Andrews, in the County of Argenteuil, and a point in the Parish of St. Lawrence, in the County of Jacques Cartier, passing through the Parishes of St. Placide, St. Eustache and St. Martin, in lieu of the subsidy granted by item 10 of section 2 of chapter 57 of 1903, not exceeding 38 miles.

**636.** For a line of railway from Lardo towards Upper Arrow Lake, British Columbia, in lieu of the subsidy granted by item 29 of section 2 of chapter 7 of 1903, not exceeding 30 miles.

**637.** To the Western Alberta Railway Company, from a point on the United States boundary, west of range 27, northwesterly towards Anthracite, in the district of Alberta, in lieu of the subsidy granted by item 40 of section 2 of chapter 7 of 1899, not exceeding 50 miles.



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3. The Governor in Council may grant the subsidy hereinafter mentionned towards the construction of the bridge also hereinafter mentioned, that is to say :—

638. To the Chateauguay and Northern Railway Company, the balance remaining unpaid of the subsidy granted by item 33 of section 2 of chapter 8 of 1900, for a single-track standard railway bridge, with two roadways 10 feet wide for free vehicular traffic, the same as upon a public highway, from Bout de L'Ile to Charlemagne at the Junction of the Ottawa and St. Lawrence Rivers, a sum not exceeding \$51,000.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :—

(a.) Upon the completion of the work subsidized ; or

(b.) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

(c.) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars ; or

(d.) With respect to (b) and (c), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1904, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights, as will afford to all railways connecting with the railways and bridge so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and the bridge hereby subsidized. Provided always that any decision of the said Board made under this section may be at any time varied, changed, or rescinded by the Governor in Council as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transpor-



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tation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service : and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada : and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under the Act.

**8.** As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

**9.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

**10.** Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of Government Railways, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any ; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Chief Engineer, entitles the company thereto : Provided always—

(a.) that the estimated cost, so certified, is not less on the average than \$18,000 per mile for the whole mileage subsidized ;

(b.) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract ;

(c.) that in no case shall the subsidy exceed the sum of \$6,400 per mile.

**11.** Whenever a contract has been duly entered into with a company for the construction of any line of railway subsidized by either of the Acts mentioned in the preamble, the Minister of Railways and Canals, at the request of the Company and upon the report of the chief engineer of government railways, and his certificate that he has made careful examination of the surveys, plans and profiles of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the probable and reasonable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer.



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and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of \$3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said \$3,200 per mile, if any : and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the chief engineer, entitles the company thereto : Provided always—

(a.) that the estimated cost, so certified, is not less on the average than eighteen thousand dollars per mile for the whole mileage subsidized ;

(b.) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the Company's contract ;

(c.) that in no case shall the subsidy exceed the sum of six thousand four hundred dollars per mile.

**2.** In construing this Act the word "cost" shall have the meaning assigned to it by the Act authorizing the granting of the subsidy.











PART IV

MISCELLANEOUS STATEMENTS



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No.

## SUBSIDY AGREEMENTS for the Construction of Railways

No. of Contract	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act Parliament.	Order in Council.
15771	Feb. 25, 1905	Atlantic, Quebec & Western Ry. Co.	From Caspé to Causapscaal to Edmundson, and from Paspébiac to Gaspé.	Can., 1903, c. 57.	Jan. 28, 1905.
15609	Oct. 7, 1904	Bracebridge & Trading Lake Ry. Co.	From Bracebridge, in Muskoka, to a point near Baysville, Ont.	Can., 1904, c. 34.	Oct. 3, 1904.
15613	" 20, 1904	Bruce Mines & Algoma Ry. Co.	From Gordon Lake Station to Rock Lake.	Can., 1904, c. 34.	Sept. 19, 1904.
15720	Jan. 28, 1905	" "	From Bruce Mines Jct. to town of Bruce Mines.	Can., 1904, c. 34.	Jan. 7, 1905.
15596	Oct. 5, 1904	Cape Breton Ry. Co., Ltd.	From St. Peter's to Louisburg.	Can., 1903, c. 57.	Feb. 12, 1904.
15645	Nov. 12, 1904	Chateauguay & Northern Ry. Co.	Balance of subsidy for bridge from Bout de L'Ile to Charlemagne.	Can., 1904, c. 34.	Sept. 26, 1904.
15646	" 12, 1904	" "	Additional grant for Bout de L'Ile Bridge.	Can., 1903, c. 57.	" 26, 1904.
15860	May 13, 1905	International Ry. Co. of New Brunswick.	From W. end of its 10 mi. towards point on St. John River between Grand Falls and Edmundston, &c.	Can., 1903, c. 57.	May 8, 1905.
15580	Sept. 8, 1904	James Bay Ry. Co.	From Toronto to Sudbury.....	Can., 1903, c. 57.	Dec. 24, 1903, & July 23, 1904.
15617	Oct. 20, 1904	Kootenay & Arrowhead Ry. Co.	From Lardo towards Upper Arrow Lake, B.C.	Can., 1904, c. 34.	Sept. 23, 1904.
15739	Feb. 1, 1905	Klondike Mines Ry. Co.	From Dawson to Stewart River.	Can., 1903, c. 57.	May 7, Dec. 24, 1904, & Jan. 7, 1905.
15626	Oct. 28, 1904	Minudie Coal Co., Ltd.	From point on Joggins Ry. to village of Minudie.	Can., 1903, c. 57.	Sept. 19, 1904.
15917	July 5, 1905	Mabou & Gulf Ry. Co., Ltd.	From Mabou Coal Mines to point near Glendyer, thence to Orangedale on I.C.R.	Can., 1903, c. 57.	June 28, 1905.
15956	" 28, 1905	Midway & Vernon Ry. Co.	From Midway to Vernon.....	Can., 1903, c. 57.	" 28, 1905.
15846	April 27, 1905	Nicola, Kamloops & Similkameen Coal & Ry. Co.	From Spence's Bridge on C.P.R. to Nicola Lake.	Can., 1903, c. 57.	Apr. 20, 1905.
15787	Mar. 9, 1905	Orford Mountain Ry. Co.	From Eastman to Town-line bet. Tp. of Bolton, E. pt., and Tp. of Potton.	Can., 1903, c. 57.	Feb. 10, 1905.
15903	June 12, 1905	" "	From Kingsbury to Windsor Mills.	Can., 1903, c. 57.	Mar. 25, 1905.
15910	" 23, 1905	" "	From point on main line between Lawrenceville and Eastman to Lake Bonella.	Can., 1903, c. 57.	" 25, 1905.
15606	Oct. 12, 1904	Quebec & Lake St. John Ry. Co.	From La Tuque, on St. Maurice River, to point near River Jeannotte.	Can., 1903, c. 57.	May 5, 1904.



1.

entered into during the Fiscal Year ended June 30, 1905.

AMOUNT OF SUBSIDY.		Number of Miles Subscribed.	Maximum Grade. Feet per Mile.	Radius of Curvature Not less than.	Width of Clearing Each Side.	Width of Cutting.	Embankment.	Steel Rails, lb. per Lineal Yard.	Date for Completion.	
Per Mile.	Not exceeding.									
\$	\$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.		
3,200	6,400 p. mile.	362	79	955	50	20	15	56	Aug.	1, 1907
3,200	6,400 "	15	106	716	50	20	15	56	Oct.	31, 1905
3,200	6,400 "	6	80	573	50	20	15	56	Dec.	1, 1904
3,200	6,400 "	3	128	1,146	50	20	15	56	July	1, 1905
3,200	6,400 "	50	52·80	818	50	20	15	56	Aug.	1, 1907
...	51,000 "	...	...	...	...	...	...	...	Oct.	31, 1904
...	50,000 "	...	...	...	...	...	...	...	"	31, 1904
3,200	6,400 "	67 & 33	80	573	50	20	15	56	Aug.	1, 1907
3,200	6,400 "	265	52·80	955	50	20	15	56	"	1, 1907
3,200	6,400 "	30	106	410	50	20	14	56	Sept,	1, 1905
3,200	6,400 "	84	159	320	30	16	12	52	Aug.	1, 1907
3,200	6,400 "	6	70	637	50	20	15	56	Oct.	1, 1905
3,200	6,400 "	34	224	528	50	20	15	56	July	1, 1907
3,200	6,400 "	150	106	478	50	20	15	56	"	1, 1907
3,200	6,400 "	45	58·08	478	50	20	15	56	Aug.	1, 1907
3,200	6,400 "	12	52·80	818	33	20	15	56	Feb.	1, 1906
3,200	6,400 "	10	74	717	33	20	15	56	July	1, 1907
3,200	6,400 "	5	95	1,146	33	20	15	56	"	1, 1906
3,200	6,400 "	35	52·80	716	50	20	15	56	Dec.	1. 1905

HAZEN HANSARD,  
*Law Clerk.*



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## No. 2.

CONTRACTS entered into during the Fiscal Year ended June, 1905.

## 1.—INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description
1904.			
15598	Sept. 29	Henry Crawford	Provide and erect pipes, fitting valves, &c., in connection with engine house at St. John, N. B.
15599	" 29	H. Boulay & Co.	Addition to freight shed at St. Moïse, Que.
15600	" 2	Thomas A. Barnhill	Erect freight shed and platform at Chatham Junction, N. B.
15601	" 29	Montgomery & Beard	Erect station and dwelling at St. Leonard Junction.
15605	" 29	Wyckoff Pipe & Creosoting Co.	140,000 ft. B. M. of pine.
15608	Oct. 12	J. B. McManus, Ltd.	Protection pier at Point Tupper, N. S.
15610	Sept. 30	Galena Signal Oil Co.	Supply lubricating oils.
15611	" 30	" " "	Supply signal oil.
15615	Oct. 20	F. L. Dixon	Erect station and baggage room at Stellarton, N. S.
15622	" 20	A. D. Falconer	Construct engine house at Pirate Harbour, N. S.
15625	" 19	Thomas A. Barnhill	Erect office and stores building at Pirate Harbour, N.S.
15640	Nov. 10	Rhodes, Curry & Co., Ltd.	Private car for Governor General.
15641	" 10	" "	Erect station at Maccan, N.S.
15642	" 10	Thomas A. Barnhill	Erect station, &c., at Bayfield Road, N.S.
15648	Sept. 20	Algoma Steel Co., Ltd.	Supply 10,000 tons 80 lb. steel rails.
15649	Oct. 21	" "	" " " "
15657	Nov. 19	Wilfrid Marchand	Extension to freight shed and platform, &c., at St. André, Que.
15659	" 19	Beazley, Bros.	Construct quay wall of cribwork at Halifax, N.S.
15664	" 25	N. H. Roy	Erect station and freight shed at Belledune Church Road.
15673	" 26	Thomas A. Barnhill	Erect freight shed and platform at Debert, N.S.
15674	" 25	N. E. Montgomery	" " " at St. Cyrille, Que.
15676	" 19	Montgomery & Beard	" " " at Charlotte, St. George and St. Edward, Que.
15680	Dec. 20	Rhodes Curry & Co., Ltd.	Erect station at Antigonish, N.S.
15686	" 20	John Starr, Son & Co., Ltd.	Changes and additions to electric installation at station at Halifax, N.S.
15687	" 20	Faulkner & Falconer	Erect station and freight shed at Granton, N.S.
15690	" 20	Thomas A. Barnhill	Addition to station, &c., at Hilden, N.S.
15694	" 20	Cloutier & Gaudreau	Erect station at Villeroy Junction, Que.
15696	" 20	M. McMillan	Erect shed and platform, &c., at North Sydney, N.S.
15697	" 20	Cloutier & Gaudreau	" " " at Laurier, Que.
15698	" 20	Chappell, Bros. & Co., Ltd.	Erect station at Sydney, N.S.
1905.			
15706	Jan. 19	Rhodes, Curry & Co., Ltd.	Erect engine house, &c., Truro, N.S.
1904.			
15710	Dec. 15	Tilman D. LeBlanc	Erect transfer shed at Moncton, N.B.
1905.			
15711	Jan. 9	Rhodes, Curry & Co., Ltd.	Erect station at Pictou, N.S.
1904.			
15713	Nov. 10	Emil A. Wallberg	Fan system heating for two car-shop extensions at Moncton, N.B.
15715	Dec. 20	"	Erect 80,000 gal. water tank at Ste. Flavie and Chaudière Junction, Que.
1905.			
15722	Jan. 16	Reid & Archibald	Construct creosoted pile wharf at Halifax, N.S.
15723	" 26	Canadian Bridge Co., Ltd.	Erect bridges at Sutherland, La Planche, Sackville and Salmon River.
15736	" 20	Auguste Lavoie	Erect foreman's office and stores building at Ste. Flavie, Que.



## SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Continued.*1.—INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
1904.			
15737	Dec. 5	Thomas Barnhill ..	Erect building for passengers and freight at South Uniacke, N.S.
1905.			
15738	Jan. 25	City of Sydney ..	Supply water to I.C.R.
15743	" 27	Cloutier & Gaudreau ..	Remodel station at St. Pacome, Que.
15753	" 20	J. B. McManus, Ltd ..	Repair cribwork on Courtney Bay Branch.
15757	Feb. 8	Thomas A. Barnhill ..	Erect freight shed, &c., at Mulgrave, N.S.
15758	" 6	Town of Stellarton ..	Supply water to I.C.R.
15761	" 14	James W. McDonald ..	Double tracking between Stellarton and New Glasgow, N.S.
15762	" 14	Cloutier & Gaudreau ..	Remodel and enlarge station at Montmagny, Que.
15763	" 8	Canadian Locomotive Co., Ltd..	Deliver 25 locomotives.
15769	" 22	J. B. McManus, Ltd ..	Construct cribwork protection to bridge at Grand Narrows, N.S.
15774	" 22	American Furniture Co. ....	Erect station at Alton, N.S.
1904.			
15782	Nov. 10	Emil A. Wallberg ..	Fan system heating for engine house at Ste. Flavie and Rivière du Loup, Que.
15784	Oct. 20	" ..	Provide pipes, fittings, &c., in connection with engine house at Chaudière Junction, Ste. Flavie and Rivière du Loup, Que.
1905.			
15803	Mch. 3	Reid McManus ..	Widen road-bed between Rockingham and Bedford Bridge, N.S.
15805	Mch. 1	Alexis Belanger ..	Erect station and freight shed at Ste. Helene, Que.
15806	" 3	" ..	Improve station and erect dwelling for station master at Rivière Ouelle, Que.
15807	Feb. 22	N. E. Montgomery ..	Erect station at Drummondville, Que.
15808	" 22	John Goulett ..	Addition to station at Charlo, N.B.
15809	" 22	Thomas A. Barnhill ..	Remodel station and construct freight shed and platform at Canaan, N.B.
15826	Mch. 3	John F. Comeau ..	Addition to freight shed at Bathurst, N.B.
15823	Apl. 1	Thomas C. Simpson ..	Erect stores and office building at Stellarton, N.S.
15824	Mch. 16	Dominion Bridge Co. Ltd..	Erect bridge across East River at New Glasgow, N.S.
15825	" 24	S. R. Gaudet & E. LeBlanc..	Erect station and improve freight shed at Memramcook, N.B.
15830	" 13	Dussault, Lemieux & Powers ..	Repair cribwork west of station at Levis, Que.
15839	Apl. 15	J. H. McKay ..	Erect engine house at Amherst, N.S.
15840	" 15	Alfred J. Stevens ..	Supply and set up in place induced draft plant in boiler room of new baggage room at Levis, Que.
15841	" 5	Cloutier & Gaudreau ..	Remodel station and build coal shed at Ste. Louise, Que.
15844	" 18	Algoma Steel Co. Ltd ..	Supply 10,000 tons of 80 lb. steel rails.
15848	May 1	Willard Kitchen ..	Single track diversion at St. Michel, Que.
15849	" 1	" ..	" " at St. Leonard Junction, Que.
15862	" 10	Dominion Bridge Co. Ltd ..	Erect bridges at Bedford, St. Laurent, Mitchell and Morell River.
15863	" 13	Cloutier & Gaudreau ..	Addition to station at Ste. Anne, Que.
15864	" 15	Lachance & Fils ..	Erect ice house at Rivière du Loup, Que.
15866	Apl. 28	Joseph Goulett ..	Addition to station at St. Alexis, Que.
15872	Feb. 1	Dominion Bridge Co. Ltd ..	Supply roof trusses for car shop at Moncton, N.B.
15873	May 13	Crossen Car Mfg. Co. Ltd ..	Deliver 4 second class, 4 parlor, 4 postal, 4 baggage and 50 box cars.
15877	" 13	The Rathbun Co. ....	Deliver 25 box cars.
15880	" 13	Napoleon Bernier ..	Addition to station at St. Charles Junction, Que.
15884	Apl. 11	O. Carbonneau ..	Supply water to I.C.R. at L'Islet, Que.
15888	May 13	Tilman D. LeBlanc ..	Addition to freight shed, etc., at Moncton, N.B.
15889	" 13	" ..	" " " at Sussex, N.B.
15890	Apl. 15	H. Boulay & Co. ....	Erect station and dwelling at Salmon Lake, Que.

N.B.—\*15763 cancels Contract No. 15590 which appeared in last year's report.



5-6 EDWARD VII., A. 1906

2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Continued.*1.—INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Date of Signature.	Contractors.	General Description.
1905.			
15904	June 12	R. H. Canavan .....	Erect station at Windsor, N.S.
15906	May 17	W. J. Sims.....	Excavation for extending yard at Halifax, N.S.
15907	Mch. 1	Rhodes, Curry & Co., Ltd.....	Deliver 50 box cars.
15908	Apl 1	" "	Deliver 200 platform cars.
15911	May 13	Oxford Furniture Co., Ltd. ....	Erect freight shed at Oxford, N.S.
1900.			
*15913	Nov. 30	Rhodes, Curry & Co., Ltd.....	Supply 2,000 car wheels.
1905.			
15925	June 12	Town of Antigonish.....	Supply water to I.C.R.
15929	May 13	Frank Wilson.....	Extend freight shed and platform at Shubenacadie, N.S.
15931	Apl. 3	Murray M. Churchill.....	Addition to station at Nash's Creek, N.B.
15932	" 15	" "	Provide toilet accommodation in freight shed at Campbellton, N.B.
15933	" 15	" "	Erect baggage room and addition to station at Rogersville, N.B.
15939	May 13	F. L. Dixon & A. D. Falconer..	Erect freight shed on pier No. 8, Halifax, N.S.
15946	June 20	Frank Wilson.....	Addition to freight shed at Truro, N.S.
1904.			
†15554	Aug. 10	William Currie & Co.....	Erect dwelling at Eel River, N.B.
†15576	July 27	Rhodes, Curry & Co., Ltd.....	Supply 3,000 car wheels.
†15578	" 27	John McDougall & Co.....	Supply 1,000 car wheels.
†15579	Sept. 8	Flood & Bates.....	Erect stores and office building at St. John, N.B.
†15585	" 8	Honore Huard.....	Move freight shed at Levis, Que.

## 2.—PRINCE EDWARD ISLAND RAILWAY.

1904.			
15522	July 11	Willard Kitchen .....	Straightened main line at Curtis Creek, P.E.I.
15589	Sept. 22	J. M. Clark & Co.....	Erect station at Alberton, P.E.I.
1905.			
15716	Jan. 9	M. F. Schurman & Co....	Erect station at Piusville and addition to York Station, P.E.I.
15717	" 9	" "	Erect station at Kensington, P.E.I.
15718	" 9	J. M. Clark & Co.....	Erect station at Bloomfield and Miscouche, P.E.I.
1904.			
15721	Dec. 20	M. F. Schurman & Co....	Erect 8 water tanks.
1905.			
15750	Jan. 20	Ronald Campbell.....	Extend freight houses on railway wharf and in railway yard at Summerside, P.E.I.
15756	Feb. 16	M. F. Schurman & Co. ....	Construct branch of railway from Murray Harbour Line to Vernon River Bridge.
15765	" 14	Willard Kitchen.....	Construct branch line of railway from Cardigan to Montague Bridge.
15804	Mch. 14	" "	Connection between main line and Hillsborough River Bridge.
15852	May 2	M. F. Schurman & Co.....	Erect station at St. Teresa, P.E.I.
15862	" 10	Dominion Bridge Co., Ltd.....	Erect bridge at Morell River, P.E.I.
15923	" 13	M. F. Schurman & Co. ....	Erect stations, freight sheds, water tanks, &c.

\* Too late for last year's report.

† Should come in at beginning of list of I.C.R. contracts.



## SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June 30, 1905—*Continued.*

## 3.—BEAUHARNOIS CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
	1904.		
15688	Dec. 20 1905.	O. Cossette & Frère.....	Reconstruct south wall of supply weir at Valleyfield, Que.
15914	May 10	Lakefield Portland Cement Co., Ltd.	Supply 1,900 barrels of Portland cement.

## 4.—CHAMBLY CANAL.

	1904.		
15643	Nov. 10	J. E. Hebert.....	Supply 1,800 cu. yds. of crushed stone.
15667	" 10	" .....	Supply 13,000 cu. yds of broken stone.
15672	" 28	Valentine Trahan.....	Erect wharf and freight shed at St. John, Que.

## 5.—CORNWALL CANAL.

	1904.		
15607	Sept. 29	Smart-Turner Machine Co.....	Deliver travelling crane.
15629	Nov. 7	W. J. Poupore Co., Ltd.....	Widen and deepen channel between east end of revetment wall and Old Lock No. 17.
15630	" 10	J. J. Fallon .....	Widen and enlarge regulating weir at Old Lock No. 17.
15660	" 28	W. H. C. Mussen & Co.....	Installation of concreting outfit.
15671	" 26	W. J. Poupore & Co., Ltd.....	Improve channel west of upper entrance.
15675	Dec. 15	Driscoll & Fitzpatrick.....	Erect office building at Cornwall, Ont.
	1905.		
15800	Mch. 10	Railway Spring & Supply Co., Ltd.	Supply wood and iron-working machinery for canal shops.

## 6.—FARRAN'S POINT CANAL.

	1904.		
15536	July 14	Acetylene Construction Co., Ltd.	Construct acetylene gas lighting system.
	1905.		
15768	Feb. 10	John Inglis Co., Ltd.....	Deliver steel gate lifter.

## 7.—GALOPS CANAL.

	1904.		
15709	Dec. 20	John O'Leary.....	Stopping of leakage through south bank near end of Iroquois Section.
	1905.		
15919	May 13	Edwardsburg Starch Co., Ltd....	Supply electric power for operating swing bridge at Cardinal, Ont.

## 8.—GRENVILLE CANAL.

	1904.		
15691	Dec. 20	O. Martineau & Fils.....	Rebuild wharf at upper entrance.
	1905.		
15853	May 1	Canadian Portland Cement Co., Ltd.	Supply 3,000 barrels of Portland cement.



5-6 EDWARD VII., A. 1905

2.—CONTRACTS entered into during the fiscal year ended June 30, 1905.—Continued.

9.—LACHINE CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1904.			
15537	July 25	Quinlan & Robertson.....	Raising part of new St. Gabriel Shed No. 1.
15658	Nov. 19	" " " " " " " " " " " "	Construct concrete retaining wall, etc., on North Side of Basin No. 1.
15689	Dec. 20	" " " " " " " " " " " "	Repair portions of Government dry dock at W. end of Basin No. 2.
1905.			
15788	Mar. 3	Rogers & Taylor.....	Construct substructure of Atwater Avenue Bridge.
15834	" 30	Phoenix Bridge and Iron Works Ltd.	Deliver 18 steel girders for Lock Gates.
15835	Apl. 1	Quinlan & Robertson.....	Rebuild slope walls.
15842	" 12	John Keegan " " " " " " " "	Deliver 1,200 cu. yds. of crushed stone.
15851	May 1	Quinlan & Robertson.....	Construct retaining wall and underpinning of old wall at Basin No. 2.
15854	" 1	Canadian Portland Cement Co., Ltd.	Supply 3,400 brls. of Portland cement.
15855	Mar. 22	Lakefield Portland Cement Co., Ltd.	" 5,300 " " " "
15915	May 13	Owen Sound Portland Cement Co., Ltd.	" 7,000 " " " "

10.—RIDEAU CANAL.

1904.			
15560	Aug. 17	W. McNally & Co .....	Deliver 3,000 brls. of cement.
15563	" 25	Locomotive & Machine Co., Montreal, Ltd.	of Erect highway bridge at Smith's Falls, Ont.
15614	Oct. 20	John O'Leary " " " " " " " "	Construct concrete dam at Poonamalie Lock Station.
1905.			
15918	Mar. 17	Robt. Anderson.....	Carbon and patrol electric light line from foot of locks to Laurier Bridge.

11.—SAULT STE. MARIE CANAL.

1904.			
15666	Nov. 25	O'Boyle Bros.....	Construct extension to south mooring pier of upper entrance.
1905.			
15861	May 3	C. S. Boone.....	Deepen and widen channel way of upper entrance.

12.—SOULANGES CANAL.

1904.			
15623	Oct. 19	Dominion Bridge Co., Ltd.....	Erect steel highway bridge at Coteau du Lac, Que.

13.—TRENT CANAL.

1905.			
15802	Feb. 15	Dominion Bridge Co., Ltd. ....	Construct hydraulic lock near Kirkfield, Ont.
15918	May 13	Wm. Hamilton Mfg Co., Ltd...	Deliver dredging machinery.



## SESSIONAL PAPER No. 20

2.—CONTRACTS entered into during the fiscal year ended June, 1905—*Concluded*.

## 14.—WELLAND CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
1904.			
15570	Aug. 10	Dominion Bridge Co., Ltd . . . . .	Erect bridges at Allanburg and Marlatt's Crossing.
15602	Sept. 29	Joseph Battle . . . . .	Construct substructures of bridges at Allanburg and Marlatt's Crossing.
15620	Nov. 7	" . . . . .	Extend culvert under Canal Street, Welland, Ont.
15644	" 10	Northern Aluminum Co., Ltd. . . . .	Supply bare aluminum conductors.
15679	Dec. 15	Joseph Battle . . . . .	Construct substructure of bridge No. 11.
1905.			
15744	Jan. 20	Rowan & Elliott . . . . .	Construct substructure of Niagara Street Bridge, St. Catharines, Ont.
15749	" 20	Hamilton Bridge Wks. Co., Ltd..	Erect Niagara St. Bridge, St. Catharines, Ont.
15766	Feb. 20	Ahearn & Soper Ltd. . . . .	Electrical transmission system.
15799	Mar. 3	J. H. Kratz & Co. . . . .	Supply lumber, etc., for 1905.
15801	" 3	Niagara Falls Machine & Foundry Co., Ltd.	Supply iron and brass castings for 1905.
15827	" 18	Magann & Phinn . . . . .	Remove centre pier work of bridges at Allanburg and Marlatt's Crossing.
15831	" 11	Mason, Gordon & Co. . . . .	Supply timber for 1905.
15832	" 11	McCleary & McLean . . . . .	" " "
15833	" 20	Joseph Battle . . . . .	Repair foundations of locks Nos. 12, 15 and 16.
15843	Apr. 24	Cunningham & Son. . . . .	Supply iron and brass castings for 1905.
15867	May 11	Canadian Bridge Co., Ltd. . . . .	Erect railway bridge between locks 24 and 25 near Thorold, Ont.
15871	" 13	Larkin & Sangster . . . . .	Construct foundations of grain elevator, Pt. Colborne, Ont.
15942	" 13	Joseph Battle . . . . .	Construct stone protection between Thorold and Pt. Colborne, Ont.
15947	" 10	Ahearn & Soper, Ltd. . . . .	Supply arc lamp cut-outs and transformer.

HAZEN HANSARD,

*Law Clerk.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 23, 1905.



5-6 EDWARD VII., A. 1906

No.

No. 3.—WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
1904.			
15561	Aug. 24..	Robert McLean.....	Privilege to lay water pipe at Nash's Creek, N.B...
15567	" 23..	James Skean....	Land near Charlo, N.B. ....
15577	Sept. 8..	J. C. Jones. ....	" at Petitcodiac, N.B.....
15592	" 29..	David Patterson.....	" at Thomson Station, N.S.....
15593	" 29..	M. A. McLeod .....	" at Point Tupper, N.S.....
15594	" 29..	McKenzie & Graham.....	" at Truro, N.S.....
15612	Oct. 20..	Jos. Raymond.....	Privilege to lay ¾-in. pipe at Cedar Hall, Que.....
15619	" 20..	Town of Lévis.....	Pts. lot 422 in Lauzon Ward, Lévis, Que.....
15631	Nov. 12..	The Price Porritt Pulp and Paper Co.	Land at Rimouski Station, &c.....
15650	" 10..	Amherst town .....	Privilege to lay an 8-in. pipe.....
15652	" 19..	Rothesay Water and Improvement Co.	Privilege to lay 2 pipes at Rothesay, N.B.....
15653	" 28..	Canadian Oil Co., Ltd.....	Privilege to lay pipe line at Tannery Siding, N.S...
15654	" 28..	Canadian Oil Co., Ltd.....	Land at St. John, N.B., &c.....
15668	" 28..	Town of Campbellton.....	" at Campbellton, N.B.....
15702	Dec. 20..	Wm. H. Miller.....	" " " .....
1905.			
15714	Jan. 9..	J. H. Hickman & Co.....	Land at Dorchester, N.B.....
15751	" 20..	New Brunswick Coal and Ry. Co.	Privilege to maintain 4-in. pipe at Norton, N.B....
15759	Feb. 6..	O. Brouillard. ....	Land at Carmel, Que.....
1904.			
15798	Dec. 27..	Fillmore & Morris, Ltd. ....	Land at Amherst, N.S.....
1905.			
15819	Mch. 21..	The Desjardins Co.....	Land at St. André, Kamouraska County, Que.....
15905	June 24..	Halifax Transfer Co. ....	Privilege to solicit baggage for transfer at Halifax, N.S., on trains running between Windsor Jet. and Halifax.
15912	" 24..	Town of Pictou. ....	Privilege to lay a 6-in. pipe.....

2.—BEAUHARNOIS

1904.			
15531	July 15..	Thos. Hood.....	Land at E. end of Govt. Dam in Parish of Ste. Cecile.

3.—CARILLON

1905.			
15894	June 12..	Bell Telephone Co. of Canada, Ltd.	Privilege to erect telephone line.....



3.

of Railways and Canals during the Fiscal Year ended June 30, 1905.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	TERMS OF PAYMENT.					
				Annual Rental.		Due each year.		First Instalment due.	
				\$ cts.					
		During pleasure....	July 1, 1903	1 00	July 1..	July 1, '03			
0.062 acres. ....		" .....	May 1, 1904	5 00	May 1..	May 1, '04			
1,800 sq. ft....		" .....	July 1, 1904	10 00	July 1..	July 1, '04			
898 sq. ft..		" .....	" 1, 1904	1 00	" 1..	" 1, '04			
0.47 acres.....		" .....	May 1, 1904	5 00	May 1..	May 1, '04			
0.11 " .....		" .....	Sept. 1, 1904	5 00	Sept. 1..	Sept. 1, '04			
		" .....	Aug. 1, 1904	1 00	Aug. 1..	Aug. 1, '04			
4,772, 3,194 sq. ft.		21 years ren'ble for ever.	Oct. 1, 1904	1 00	Oct. 1..	Oct. 1, '04			
3,395 sq. ft....		During pleasure....	July 1, 1904	1 00	July 1..	July 1, '04			
		" .....	" 1, 1904	1 00	" 1..	" 1, '04			
		" .....	" 1, 1904	2 00	" 1..	" 1, '04			
		" .....	Nov. 1, 1904	1 00	Nov. 1..	Nov. 1, '04			
0.27 acres.....		" .....	" 1, 1904	2 00	" 1..	" 1, '04			
180 sq. ft.....		" .....	Sept. 1, 1904						
4 acres.....		" .....	" 1, 1904	25 00	Sept. 1..	Sept. 1, '04			
336 sq. ft.....		" .....	July 1, 1904	1 00	July 1..	July 1, '04			
		" .....	" 1, 1904	1 00	Dec. 1..	Dec. 1, '04			
67.7 acres.....		" .....	Dec. 1, 1904	10 00	" 1..	" 1, '04			
80 sq. ft. ....		" .....	July 1, 1904	1 00	July 1..	July 1, '04			
2,000 sq. ft....		" .....	" 1, 1904	1 00	" 1..	" 1, '04			
		5 years.....	May 1, 1905	500 00	Quarterly.	Aug. 1, '05			
		During pleasure....	July 1, 1904	1 00	July 1..	July 1, '04			

CANAL.

57,180 sq. ft....	During pleasure....	July 1, 1903	10 00	July 1..	July 1, '03
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CANAL.

	During pleasure ...	June 1, 1905	1 00	June 1..	June 1 '05
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5-6 EDWARD VII., A. 1906

No. 3.—WATER POWER and other Public Property leased by the Department of  
4.—CHAMBLY

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1904.		
15550	July 25..	Town of St. John's.....	Pt. cad. lot, No. 1157, St. John's Que.....

5.—CORNWALL

	1905.		
15783	Mch. 2..	Toronto Paper Mfg. Co.....	Pt. E½ lot 14, con. 1, Township of Cornwall....

6.—GALOPS

	1904.		
15669	Nov. 26..	E. V. Dodge.....	Land on N. side of Cardinal section .....

7.—LACHINE

	1904.		
15532	July 15..	New Ontario Steamship Co., Ltd, <i>et al.</i>	400 ft. space in flour shed No. 1.. ..
15543	" 1..	F. V. Chisdell.....	Land at upper end of Wellington Basin, Montreal.
15547	Aug. 3..	Town of Côte St. Paul....	Privilege to lay a 16" pipe, etc .....
15552	" 15..	Canadian Pacific Railway Co....	Privilege to lay single track along S. Bank of Canal.
15556	" 12..	Jno. McDougall Caledonian Iron Works Co.	Pt. lot 1068, St. Ann's Ward, Montreal.....
15595	Sept. 29..	A. W. Hepburn.....	275 ft. space in flour shed No. 1 .....
15618	Oct. 20..	C. A. Jacques.. ..	Sheds Nos. 4 and 5 on S. side of Basin No. 2.....
15621	" 28..	The Ogilvie Flour Mills Co. Ltd..	Privilege to erect overhead conveyor on S. side of Basin No. 2.
15647	Nov. 10..	Montreal Street Railway Co.....	Privilege to lay single track over Côte St. Paul Bridge.
	1905.		
15705	Janv. 7..	Grand Trunk Ry. Co. of Canada.	Privilege to lay 2 spur lines on North Bank of Canal.
15735	" 9..	Richelieu & Ontario Nav. Co....	Flour shed No. 2 between Basins Nos. 3 & 4,.....
15754	" 24..	Canada Car Co., Ltd.....	Privilege to run tram lines, etc., on north side of Canal.
15760	Feb. 6..	Grand Trunk Ry. Co. of Canada.	Privilege to lay a siding into premises of Canada Malting Co., St. Henri.
15767	" 8..	Dobell, Beckett & Co.....	Wharf lots 9 & 10, S. E. side of Wellington Basin..
15794	" 25..	Grand Trunk Ry. Co. of Canada.	Land W. of Turcot Village.....
15820	Mch. 20..	The Ogilvie Flour Mills Co. Ltd.	Privilege to erect trestle bridges and to lay track line of railway on same.
15837	Apl. 14..	J. H. Huchison.....	Privilege to erect travelling crane in St. Henri.....
15838	" 15..	Town of Lachine.....	Cadastre lot 807, pt. S. bank of old Canal opposite Lachine, Que.
15897	June 8..	Grand Trunk Ry. Co. of Canada.	Privilege to lay spur line on N. bank of Canal.....



SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1905—Continued.

CANAL.

Area.	Amount of Water Power.	Term.	Commence- ment of Term.	Annual Rental.	Due each year.	First Instalment due.
4,000 sq. ft.....		21 years.....	Jan. 1, 1904	1 00	Jan. 1..	Jan. 1, '04

CANAL.

0.27 acres.....	800 h. power	21 years renewable..	Jan. 1, 1904	Land, 24 50 Water, 2,400 00	Semi - an- nually.	Jan. 1, '04
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CANAL.

0.38 acres.....		During pleasure....	Nov. 1, 1904	5 00	Nov. 1..	Nov. 1, '04
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CANAL.

.....		During pleasure....	May 1, 1904	800 00	Semi - an- nually.	May 1, '04
22,700 sq. ft.....		" ..	July 1, 1904	550 00	July 1..	July 1, '04
.....		" ..	" 1, 1904	1 00	" 1..	" 1, '04
.....		21 years.....	Nov. 1, 1903	600 00	Nov. 1..	Nov. 1, '03
7,600 sq. ft.....		" ..	July 1, 1904	19 00	July 1..	July 1, '04
.....		During pleasure....	June 1, 1904	275 00	Semi - an- nually.	June 1, '04
.....		" ..	Sept. 1, 1904	464 00	Semi - an- nually.	Sept. 1, '04
.....		" ..	Oct. 1, 1904	1 00	Oct. 1..	Oct. 1, '04
.....		" ..	July 1, 1904	1 00	July 1..	July 1, '04
.....		21 years. ....	July 1, 1904	10 00	July 1..	July 1, '04
.....		During pleasure....	Sept. 1, 1904	336 00	Semi - an- nually.	Sept. 1, '04
.....		21 years renewable..	Jan. 1, 1904	Each line, 10 00 Each tower, 10 00	Jan. 1.	Jan. 1, '04
.....		21 years.....	July 1, 1904	1 00	July 1..	July 1, '04
0.85 acres.....		During pleasure....	Nov. 1, 1904	425 25	Nov. 1..	Nov. 1, '04
16,575 sq. ft....		" ..	Feb. 1, 1905	33 00	Feb. 1..	Feb. 1, '04
.....		" ..	Mch. 1, 1905	1 00	Mch. 1..	Mch. 1, '05
.....		" ..	Apl. 1, 1905	1 00	Apl. 1..	Apl. 1, '05
.....		" ..	Feb. 1, 1905	1 00	Feb. 1..	Feb. 1, '05
.....		20 years.....	July 1, 1905	5 00	July 1..	July, 1, '05



5-6 EDWARD VII., A. 1906

3.—WATER POWER and other Public Property leased by the Department

8.—RIDEAU

No. of Lease.	Date of Signature.	Lessee.	Property Leased.
	1904.		
15565	Aug. 26..	Town of Perth.....	Privilege to lay 2 sewer pipes.....
15582	July 14..	Ottawa City .....	Pt. of Ordnance land W. of Canal on lot No. 1, con. "C", Township of Nepean.
15583	" 25..	" .....	Pt. lot "K" and "I", con. "C" T'p of Nepean. {
15651	Nov. 10..	John Fixter.....	Land in front of sub-lot No. 5 of lot 35, con. "B", Township of Nepean.
15656	" 26..	Rideau Canoe Club.....	Pt. lot "I", con. "C", Township of Nepean.....
	1905.		
15895	June 12..	J. M. Guest.....	Pt. lot 4, con. 1, T'p Oxford Co. of Grenville, Ont..
15909	" 24..	Jno. Woodruff.....	Pt. lot 17, con. 8, T'p Crosby Co. of Leeds, Ont...

9.—SAULT STE. MARIE

	1905.		
15896	June 12..	Canadian Oil Co., Ltd. ....	Land on N. side of N. lower entrance pier, Sault Ste. Marie, Ont.

10.—TRENT

	1904.		
15624	Oct. 28..	P. McPherson ....	Pt. lot 3 con. 4, Township of Eldon, County of Victoria, Ont.
15704	Dec. 20..	V. Eastwood.....	Pt. lot 60, Township of Eldon, County of Victoria, Ont.

11.—WELLAND

	1904.		
15564	Aug. 3..	Provincial Natural Gas & Fuel Co. of Ontario, Ltd.	Privilege to lay a 3'inch. pipe across Welland River at Chippawa, Ont.
15587	Sept. 16..	Beatrice L. Taylor.....	Land in Port Colborne, Ont. ....
	1905.		
15793	Mch. 10..	Riverside Stock Farm Co.....	Land in Township of Thorold, County of Welland, Ont.
15795	" 11..	Maple Leaf Rubber Co., Ltd....	Land in Port Dalhousie, Ont ...
15796	" 3..	Mary Irvine.....	" " " .....



SESSIONAL. PAPER No. 20

of Railways and Canals during Fiscal Year ended June 30, 1905.--Continued.

CANAL.

Area.	Amount of water Power.	Term.	Commence- ment of Term.	Annual Rental.	Due each year.	First Instalment due.
.....		During pleasure....	July 1, 1904	2 00	July 1..	July 1, '04
1.16 acres.....		" ....	" 1, 1904	1 00	" 1..	" 1, '04
6.62 } acres.....		" ....	" 1, 1904	1 00	" 1..	" 1, '04
8.09 }		" ....	" 1, 1904	1 00	" 1..	" 1, '04
2 acres.....		" ....	Oct. 1, 1904	4 00	Oct. 1..	Oct. 1, '04
7,000 sq. ft.....		" ....	Dec. 1, 1904	1 00	Dec. 1..	Dec. 1, '04
3½ acres.....		" ....	June 1, 1905	7 00	June 1..	June 1, '05
0.90 acres....	40 h. power..	21 years.....	July 1, 1905	85 00	July 1..	July 1, '05

CANAL.

				8 cts.		
2,500 sp. ft.....		During pleasure....	Feb. 1, 1904	5 00	Feb. 1..	Feb. 1, '05

CANAL.

					82	
.12 acres.....		During pleasure....	Aug. 1, 1905	24 00	Monthly..	Aug. 1, '04
14.55 " ....		" ....	Nov. 1, 1904	14 50	Nov. 1..	Nov. 1, '04

CANAL.

.....		During pleasure....	July 1, 1904	5 00	July 1..	July 1, '04
.48 acres.....		" ....	Sept. 1, 1904	1 00	Sept. 1..	Sept. 1, '04
290 " ....		" ....	Feb. 1, 1905	200 00	Feb. 1..	Feb. 1, '05
.16 " ....		" ....	" 1, 1905	20 00	" 1..	" 1, '05
0.232 " ....		" ....	" 1, 1905	1 00	" 1..	" 1, '05

HAZEN HANSARD,  
Law Clerk.



No.

PROPERTY CONVEYED to the Department of Railways and Canals and

1.—INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
1904.				
15573	July 15..	Mrs. N. Aubin.....	Pt. lot 21 .....	Ste. Flavie Parish...
15683	Oct. 17..	H. W. Yuill <i>et ux</i> .....	Land at.....	Truro.....
15684	Aug. 20..	J. C. Cunning.....	" .....	Piedmont... ..
15685	July 25..	T. M. Smith <i>et ux</i> . ..	" .....	" .....
15699	Dec. 1	Sarah Campbell.....	" .....	Jamesville.....
15700	June 15..	Wm. Richards & Co., Ltd	" .....	Campbellton.....
15707	Nov. 18..	W. D. Duncan <i>et al</i> .....	" .....	" .....
15708	" 3..	F. W. Sumner <i>et ux</i> .....	" .....	Bathurst Parish.....
15746	" 12..	T. McManus & C. Mc- Crea.	" .....	Memramcook.. ..
15752	Dec. 14..	Wm. Cunard <i>et ux</i> .....	" .....	North Sydney. . . . .
15770	" 16..	J. C. McDonald <i>et al</i> ....	" .....	Ottawa Brook Rd Crossi'g
15773	Nov. 7..	A. Smith <i>et ux</i> .....	" .....	Sydney.....
1905.				
15786	Feb. 17.	C. Lagace .....	" .....	Dessaint Station.....
1904.				
15797	Oct. 15..	R. W. Hewsen <i>et ux</i> .....	" .....	Moncton.....
15858	Dec. 16..	Margt. A. Byers.....	Land E. of Campbell Road .....	Halifax.....
15859	" 19..	I. Creighton <i>et ux</i> .....	" .....	" .....
15868	Oct. 30..	F. Lacroix.....	Pt. lot 519 .....	St. Michel Parish.....
15898	Dec. 15..	Emily Plant <i>et al</i> .. ..	Land at.....	North Sydney.....
1905.				
15901	Mar. 30..	Wm. R. Johnson <i>et ux</i> ..	" .....	Gloucester Jct.....

2.—PRINCE EDWARD

1904.				
15681	Aug. 4..	N- McLean <i>et ux</i> .....	Land at Curtis Creek.....	Tp. No. 32.....
15682	" 6..	Hon. W. W. Sullivan <i>et ux</i>	" .....	" 32.....
15701	Sept. 3..	A. McPherson <i>et ux</i> .....	" .....	" 64.....
15785	Aug. 3..	S. B. Gillespie <i>et al</i> .....	" .....	" 32.....

3.—CORNWALL

1904.				
15661	Nov. 28	D. S. Tilton .....	Pt. of N. pt. of No. 3, con. 1, Cornwall Township....	
			Sheik's Island.	
15661	" 29	J. A. Langelier. . . . .	" .....	" .....
15665	" 30..	Sol. Raymond .....	Pt. No. 4, con. 1, Sheik's Island..	" .....
15602	" 30..	A. S. Raymond.....	Pts. Nos. 5 & 6, con. 1, Sheik's Island.	" .....
1905.				
15748	Jan. 20..	J. Z. Raymond.....	Pt. W $\frac{1}{2}$ No. 5, con. 1, Sheik's Island.	" .....
15875	May 27..	Ellen Sheets. . . . .	Pt. No. 2, con. 1, Sheik's Island..	" .....



4.

Letters Patent granted during the Fiscal Year ended June 30th, 1905—*Concluded.*

RAILWAY.

County.	Area.	Amount.	Remarks.
		\$ cts.	
Rimouski, Que.....	1,150 sq. ft.....	50 00	
Colchester, N.S.....	7 951, 6 499 acres..	11,500 00	
Pictou, N.S.....	9,000 sq. ft.....	50 00	
" .....	" .....	100 00	
Victoria, N.S.....	3 23 acres.....	250 00	
Restigouche, N.B. ...	1 703 " .....	8,000 00	
" .....	0 54 " .....	2,700 00	
Gloucester, N.B.....	2 81 " .....	75 00	
Westmoreland, N.B... 0 67	" .....	200 00	
Cape Breton, N.S.....	0 42, 6 30 acres ..	\$5,665 pr., \$2,167.91 int., \$310.01 costs.	
Victoria, N.S.. .....		100 00	
Cape Breton, N.S. ...	680 sq. ft.. .....	500 00	
Kamouraska, Que.....	225 sq. ft.. .....	15 00	
Westmoreland, N.B... 14 6	acres.....	14,600 00	
Halifax, N.S.. .....	0 077 " .....	83 00	
" .....	0 053 " .....	150 00	
Bellechasse, Que .....	0 645 " .....	245 00	
Cape Breton, N.S.....	0 87 " .....	\$2,000 pr., \$265.48 costs and int. at 6 from June 1, '98 to Oct. 17, '04.	
Gloucester, N.B.....	16 16 " .....	808 00	

ISLAND RAILWAY.

Queen's .....	0 96 acres.....	75 00
" .....	0 70 " .....	35 00
King's.....	0 75 " .....	400 00
Queen's. ....	1 66 " .....	190 00

CANAL.

Stormont, Ont.....	0 65 acres.....	148 43
" .....	0 20 " .....	149 52
" .....	2 08 " .....	1,186 88
" .....	0 47, 1 44 acres....	474 99
" .....	1 02 acres.....	163 14
" .....	0 13 " .....	60 00



5-6 EDWARD VII., A. 1906

No. 4.—PROPERTY CONVEYED to the Department of Railways and Canals and

4.—GALOPS

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
1903.				
*15655	May 1..	E. Smith <i>et ux</i> ....	No. 57, block 10.....	Iroquois... ..
15663	Oct. 31..	J. D. McLaughlin <i>et ux</i> .	Pts. W. qr. No. 11 & E $\frac{1}{2}$ No. 12, con. 1.	Edwardsburg Tp.... ..

5.—SOULANGES

15692	Oct. 3, '04	De Beaujeu estate.....	Pt. No. 454... ..	St. Ignace du Coteau du Lac.
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6.—TRENT

15741	Oct. 3, '04	B. R. Matthews, <i>et ux</i> ...	Pts. No. 29, Con. 12.....	Otonabee Township.. ..
15742	" 3, '04	John Hull.....	Pt. Block 'Q'.....	Lakefield.. ..
15745	Dec. 30, '04	D. McRae, <i>et ux</i> .....	Pt. E $\frac{1}{2}$ of No. 4, Con. 11... ..	Thorah Township.....
15885	Nov. 12, '04	M. Harrigan, <i>et ux</i> ....	Pt. No. 12, Con. 8.....	Douro " ..
15921	Sept. 7, '04	John Hull, <i>et ux</i> .....	Pts. of Block 'G' and E. pt. of Blocks 'F' and 'H.'	Lakefield.....

7.—WELLAND

*15633	June 28, '04	N. F. Box, <i>et ux</i> .....	Pt. No. 215. ..	Thorold Township . . .
*15634	" 8, '04	E. Box, <i>et ux</i> .....	Pt. No. 222... ..	" " ..
*15635	" 30, '04	M. Hagar, <i>et al</i> .....	Pts. Nos. 222 and 223.....	" " ..
*15636	" 10, '04	A. B. Hagar, <i>et al</i> . . .	" " ..	" " ..
*15637	" 30, '04	H. W. Stone, <i>et al</i> .....	Pt. No. 213.....	" " ..
*15638	" 22, '04	J. E. Reavely.....	Pt. No. 214 and 215. .	" " ..
*15639	" 9, '04	C. Silverthorn, <i>et al</i> ....	Pt. No. 229... ..	" " ..
15856	Mar. 20, '05	Hon. R. Harcourt, <i>et ux</i> .	Pt. No. 29, Bald St. and pt. No. 36 Jane St.	Welland.....
15936	" 8, '05	Eliz. Coulter, <i>et al</i> .....	Pt. No. 203, W. side of Deep Cut.	Thorold Township.....

\* Too late for last year's Report.



SESSICNAL PAPER No. 20

Letters Patent granted during Fiscal Year ended June 30, 1905.—*Concluded.*

CANAL.

County.	Area.	Amount.	Remarks.
		\$ cts.	
Dundas, Ont.....	0·80 acres. ....	1,192 33	
Grenville, Ont....	5 94 " .....	1,958 00	

CANAL.

Soulanges, Que.....	0·125 acres. ....	78 85	
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CANAL.

Peterborough, Ont....	0·2, 0·4 acres.....	1,676 99	
" .....	.....	.....	Letters Patent.
Ontario, Ont....	2 acres. ....	200 00	
Peterborough, Ont....	4·22 acres.....	300 00	
" .....	1·26 " .....	10,000 00	

CANAL.

Welland, Ont.....	12 acres. .	700 00	
" .....	40 " .....	3,800 00	
" .....	20 " .....	1,800 00	
" .....	30 " .....	9,800 00	
" .....	20 " .....	800 00	
" .....	34 $\frac{1}{4}$ " .....	1,800 00	
" .....	30 " .....	3,200 00	
" .....	0·29 " .....	100 00	
" .....	4·75 " .....	2,000 00	

HAZEN HANSARD,  
*Law Clerk.*



5-6 EDWARD VII., A. 1906

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1905.

## 1.—INTERCOLONIAL RAILWAY.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1904.			\$ cts.
15528	July 14	Henry N. Paint.....	Damages consequent upon closing of crossing over I.C.R. property at Victoria St., near Point Tupper Station.....	600 00
15571	Aug. 30	Belanger & Michaud. . .	Damages for injuries sustained while travelling on I.C.R. train.....	800 00
15572	" 30	Thomas Carson, Sr. . .	Damages consequent upon closing of farm crossing ½ mile west of Elmsdale Station, N.S. . . . .	75 00
15857	Mar. 30	Thomas Loane... ..	Damages to land near Grant's Brook Bridge, and for loss of 2 sheep.....	1 00
15865	May 4	John D. Ross.....	Damages for injuries sustained by his son William by falling from I.C.R. Bridge at Truro, N.S. . . . .	1,054 75
15874	" 5	Michael Steele.....	Damages arising out of diversion of Brook and for damaging his land.. . . .	300 00
15875	" 22	P. St. Laurent and J. Proulx. }	Damages to land at St. Anaclet, Co. of Rimouski, Que. }	45 00 55 00
15882	Aug. 27	Richard Howard, Jr. . .	Damages for injuries sustained at Deep Water Terminus, Halifax, N.S. . . . .	77 50
15883	" 27	Louis Barnes.....	Damages for injuries sustained at Deep Water Terminus, Halifax, N.S. . . . .	76 00
15891	" 10	Strait of Canso Marine Ry. Co.	From all claims incidental to a private road crossing I.C.R. at Point Tupper, N.S. . . . .	1 00

## 2.—CHAMBLY CANAL.

	1904.			
15575	July 30	N. Metivier . . . . .	Damages to Lots 4 and 5 of Village of Chambly Canton, and to Lot 150 of Chambly Basin.....	300 00
15725	Jan. 4	Edouard Chartier. . . .	Damages to land, Lots 227 & 228, St. Luke Parish, Iberville Co., Que. . . . .	100 00
15726	" 7	Levi Dupuis . . . . .	Damages to land, Lot 231, St. Luke Parish, Iberville Co., Que.....	350 00
15727	" 3	F. X. Gervais . . . . .	Damages to land, Lot 27, St. Luke Parish, Iberville Co., Que. . . . .	100 00
15728	" 5	Julian Audette.....	Damages to land, Lot 30, St. Luke Parish, Iberville Co., Que.....	25 00
15729	" 4	J. B. Many.....	Damages to land, Lot 31, St. Luke Parish, Iberville Co., Que.....	300 00
15730	" 5	C. U. Coupal.....	Damages to land, Lot 28, St. Luke Parish, Iberville Co., Que.....	50 00
15731	" 4	C. Poirier.....	Damages to land, Lot 30, St. Luke Parish, Iberville Co., Que.....	200 00
15732	" 4	Joseph Dupuis, Sr.....	Damages to land, Lot 29, St. Luke Parish, Iberville Co., Que.....	200 00
15733	" 4	J. B. Lapalme . . . . .	Damages to land, Lot 229 and 230, St. Luke Parish, Iberville Co., Que.....	310 00
15734	" 14	Leonie Chartier Estate..	Damages to land, Lot 229 and 230, St. Luke Parish, Iberville Co., Que.....	40 00

## 3.—CORNWALL CANAL.

	1905.			
15845	Apr. 5	P. N. Tait.. . . . .	Damages to Lot No. 1, Sheik's Island.. . . .	100 00



DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended June 30, 1905.—*Concluded.*

4.—CULBUTE CANAL.

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
1904.				
15775	Nov. 2	Patrick Ryan . . . . .	Damages to land, Lots 30, 38, 39, 40 and 41, E. Range, Allumette Is., Pontiac Co . . . . .	500 00
15776	Oct. 29	Alex. Ryan et al. . . . .	Damages to land, Lots 26, 27 and 28, E. Range, Allumette Is., Pontiac Co. . . . .	135 00
15777	" 12	Chas. J. Kelly et al. . . . .	Damages to land, Lots 34 and 35, E. Range, Allumette Is., Pontiac Co . . . . .	950 00
15778	" 29	Philip M. Kelly et al. . . . .	Damages to land, Lots 31, 32 and 33, E. Range, Allumette Is., Pontiac Co . . . . .	400 00
15779	" 29	Joseph Monk et al. . . . .	Damages to land, Lot 29, E. Range, Allumette Is., Pontiac Co. . . . .	165 00
15780	" 29	Bernard Spence et al. . . . .	Damages to land, Lot 18, E. Range, Allumette Is., Pontiac Co . . . . .	50 00
15781	Nov. 1	Anselme Bechamps. . . . .	Damages to land, Lot 10, 2nd Range, Allumette Is., Pontiac Co . . . . .	55 00

5.—SOULANGES CANAL.

1905.				
15789	Oct. 8	A. Bissonnette . . . . .	Damages to land, Lots 147 and 308, St. Joseph Parish, Soulanges Co., Que. . . . .	150 00
15790	" 8	F. Bissonnette . . . . .	Damages to land, Lots 145 and 146, St. Joseph Parish, Soulanges Co., Que . . . . .	150 00
15791	" 8	Ovila Seguin. . . . .	Damages to land, Lots 143 and 144, St. Joseph Parish, Soulanges Co., Que . . . . .	150 00
15792	" 6	F. X. Valade. . . . .	Damages to land, Lots 309 and 310, St. Joseph Parish, Soulanges Co., Que. . . . .	200 00

HAZEN HANSARD,  
*Law Clerk.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 23, 1905.







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